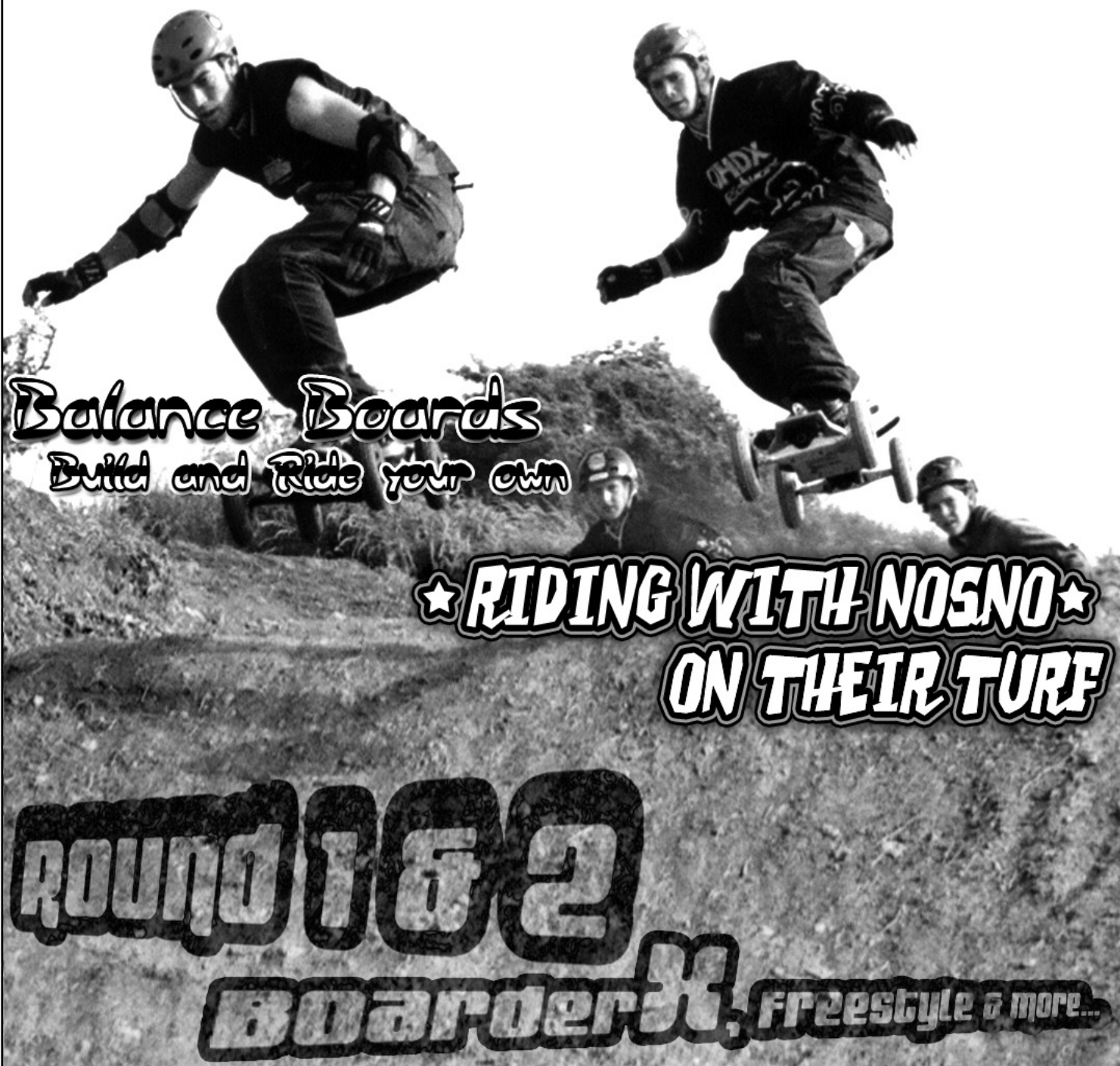


'DIY JOURNALISM AT ITS MOST AVERAGE'

scuz

issue 8
www.scuz.info

mountainboarding zine
a free publication



Balance Boards
Build and Ride your own

★RIDING WITH NOSNO★
ON THEIR TURF

ROUND 1 & 2

BoarderH, freestyle & more...

WELCOME BACK TO THE WORLD OF :

EDITORIAL

It is getting progressively stranger writing the editorials for this 'zine. What I mean is, I don't think I really deserve to, having not competed in, nor personally attended a ATBA competition so far this season, which is especially crap on my part considering I regard myself as a mate of the holder of what is undoubtedly the most important job in the UK at the moment, ATBA Chairman - Joe Jones, although in Scuz's defence, my fellow zinesters have made themselves available for journalistic duties in my (notable? Doubt it) absence.



By the time you read this Scuz will have been tottering about upon its shaky financial foundations for two years now, so I guess this could be a sort of Special Birthday edition, except that it's not. Not a drama. If nothing else it'll be as good (or not, or perhaps even better) and as preposterously pricey as the last one.



The Scuz tentacles are expanding ever outwards, with the core team itself growing, we are now spread over the whole of England and more besides, things are proceeding quite nicely, mountainboarding as a sport seems to be well and truly on the up, with plenty of new equipment on the market, our opinions on some of said equipment being given in this very zine, more copies printed (we're trying for a record 2,500 this time) and even wider distribution. There is more and more varied content from more and more various sources (and we're extremely proud to present every last little bit of it, please keep it coming in), as well as all the old favourites.

This issue has come about primarily as a result of the efforts of Chris 'The Welsh' Williamson, Eric 'zeGerman' Dockhorn, Neil 'the doc' Brodie, Paul 'I'm not on the proper Exit team for some reason' Butler and myself, and it is (primarily) them (and not myself) who must be acknowledged first and foremost for what you are about to read, however, we are all looking forward to a point in time in the none too distant future, when a certain correspondent and editor will be basing himself in the heady and cosmopolitan capital city of mountainboarding - Bristol, and most unexpectedly and almost simultaneously, we are to welcome the return to the UK, and mountainboarding, of Scuz mountainboarding zine's other founder (and man of heroic proportions) from the wine and cheese republic, Alistair 'Welly' Moore, who returns for the foreseeable future. Nice one.

Anyway, that's that, and this is this – we're all out riding, what you doing?

Love and Dirt.

Andy W.

REGULAR SECTIONS :

Editorial:	p02
News:	p04 - p08
Reviews:	p09 - p10
Technical John:	p25 - p27
Subscriptions:	p43
ATBA UK:	p44 - p45
Contact Us:	p46
Injuries of the Ish:	p47



Page 12 - 13



Page 15



Page 16 - 19

CONTENTS

8

Round 1

Page 21 - 23



Page 28 - 30

WORLD FREESTYLE CHAMPIONSHIPS 2005



Page 31 - 32

The English Open



Page 33

Page 34 - 36

STATE OF MIND



Page 38 - 39

TOILESS WOODS!



Page 40 - 42

Life saver !

Whilst up in Scotland at Round three of the Tantrum/Headworx ATBA UK mountain boarding championships, certain events took place which deserve mentioning. The following is not meant to dramatise in anyway what happened but is a story, that I think needs telling to serve both as a warning to others and to praise the speedy and selfless actions which lead to the saving of a boarders life without thought for their own safety.

There was a stream a short walk from the field that we were all camping in. Now the weather that weekend up in Scotland was absolutely scorching, and people were naturally making use of the stream to cool off. People were using various different stretches of the stream for swimming in, one of which was close to a waterfall. On the Friday evening Andy Price and Kerry from MEBA were among a group of people using this spot. The waterfall had created a stopper at its base. A stopper is created at the base of a water fall where the force of the falling water, pushes the water it hits, down with such force, it causes water down stream from the point of impact to be drawn back up stream to be pushed down under the water where the falling water hits the river again. As more water is pushed down, the water below it flows back up to the surface causing a circular washing machine like motion. For an effect like this to be created the waterfall does not even have to be that big, and the effects are not easily visible, but can be very powerful. Unfortunately as Kerry was swimming she was sucked into the stopper by the strong current of the water being drawn back up stream to the base of the water fall, and was caught under water in the stopper.

New Centre

Surf the Turf has just opened - a short drive up the M6 motorway from Lancaster. After many years of trying Markus from team BOLX has finally managed to get a centre open within spitting distance of the Lake District. Still in its early stages of development, it's situated on a good hilly field with lots of potential. Beginners and intermediates are already well catered for and there is a boarder cross under construction even as your reading this.

Directions to Surf the Turf from the M6
Off M6 at Junction 35 towards Carnforth, then right at first roundabout. Then take the second exit for Burton on Kendal at second roundabout, follow the road over the bridge and past Longlands hotel then after 300 yards take the road on the right and the entrance is 20 yards down the road.

Check out www.surf-the-turf.co.uk for all details and directions with a map.

Andy Price an ex-county standard swimmer swam after her to try and get her out, and in doing so he got her out and saved her life, but he had used up so much of his energy he could not find the strength to swim out of the stopper himself. Despite trying for some time to swim out, the force of the water sucking him down became too great and he stopped trying to reach the surface. In doing this the water pushed him down to the bottom of the river and as he felt his feet touch the bottom he was able to push off from it and reach the surface. The quick actions of those on the bank who pulled him out of the water then in turn saved Andys life. He had swallowed a great deal of water and had almost given up hope of getting out of the water alive. Andy spent a very unpleasant night in his tent before going to the hospital the next day where he was admitted for a day and a night, which was followed up by a further two days and nights in his local hospital upon his return home from Scotland.

Andy the mountain boarding community and the world in general would be a lot worse off if you weren't around. We salute you for your selfless act and praise that fact your still around to race and ride with us. Andy Price, a true hero, who nearly lost his life to save another.

Bits n pices

Manhicks hubs as ridden by Team Exit are now available only through Bailing Billy 01297 442673. These super light weight hubs are precision machined from aluminium and come in all the colours under the sun as well as a few different designs. They hold extremely high tyre pressures, but take a minimum of 30psi so may not be the thing for you hard core free riders who like to run low pressures. £110 + £5 P&P for those with fat enough wallets.

Primo Alphas, tyre of choice for many, are now available in blue and red so you can now pimp your ride. £11 each Call TKC 0870 870 0150 for stockists of try one of the shops advertising in Scuz.

Scrub have some new body armour out. They have a full jacket with elbow, shoulder chest and back protection for the bargain price of £70 and some new butt pads for £35. Both look good value for money, and are at present being tested by one of our crash dummies, so a full review is to follow next issue.

Trampa/Headworx Team

Trampa have teamed up with Headworx this season and are supporting some well established names on the race circuit. Coastal locals Nathan Jenkins, Pete Jenkins and Dale Henson (aka Badger) as well as SWMBC local Richie Heard will be taking care of freestyle and BX duties in the Open category, with little rippers Tom Reese and Joel Treliving tearing it up in the u14's.

Congratulations To!

Tom Kirkman is now the world freestyle champion, after the sickest night of riding I've ever had the pleasure to witness.





Lazy Sunday Afternoon Series Update

Set in the depths of the Chiltern Hills, about 45 minutes drive from North London, the hill62 brand has a small centre at Town Farm in Ivinghoe. For those who came in 2004, it's changed massively.. For starters, we have a 350m track, 2-man and very gnarly. We've got a brand new drop-in. The track is quick and in 2 halves. The main DH track goes something like: drop-in....2 quick rollers....RH natural berm....2 sharp rollers....LH berm....quickly into RH natural berm....small step-up....shallow bomb-hole & speed jump....natural (& very sketchy) drop-off....into a very fast and (sometimes) cruisy bottom field trail towards the finish. We've clocked at nearly 40mph in the bottom section, with a new track record of 31.70" (nice one Will Ewer, FATBOYS) – It's definitely not a giveaway track.

Asides from the 2-man DH track, there's a pretty random slopestyle area, very geared towards beginners/intermediates (boardslide, rail; kicker); a very hardcore quarry drop-off and a natural dirt kicker. All with an awesome view across 3 counties.

So we thought we'd get a small 'series' rolling this year. The hill62 Lazy Sunday Afternoon Series is supported by 0800Reverse and has 4 rounds.



Basically MBS have been having a very hectic, but fun, time travelling around all of the different events in UK and Europe. Going back a couple of months there was the Nokia White Air demo which went down really well, loads of top UK riders there along with the local BMX team and the Globe sk8 team all seshing the flat land park built by Mr Potter @ Makin Trax. There was a huge roll in and a choice of three kickers to a landing and then a hip into a half pipe, at times during the demo they had three riders in the air at one time, sometimes all inverted!

Since then we have been to the two UK rounds which have had all the usual antic's, NASS was a blast yet again with great riders and demo's going on. We also managed to get to the FatFace Worlds the same weekend.

From there we have had the MBS Team being split up into smaller groups to cover all of the different events that are on at the same time. Greenman was covered and some awesome racing and freestyle was seen that weekend, meantime AJ and Leon had a trip over the water to the French Champ event in Fecamp. This was like going back a few years. There was a French contingent of about 35 riders with a seriously bumpy track and a smaller than usual jump. All being said it was a weekend of fun and laughter with a new discipline in Mountainboarding being served up - Mountainboard Trails, yep that's right we have now started to trail the MBS Comp 6 over pallets and logs with some silly 180 board stalls taking place and some quite pleasing falls.

Could this be the next thing?

Here's the leader board after 2 rounds....

ROUND 1 (26/6)

- <16's DH:
- o #1 Will Boxall
- o #2 Myles Hillier
- o #3 Will Reynolds

- Open DH:
- o #1 Shane Herd
- o #2 Carl Rowlands
- o #3 Myles Hillier

- <16's SlopeStyle:
- o #1 Myles Hillier
- o #2 Roland Palmer
- o #3 Will Leach

- Open SlopeStyle:
- o #1 Jonathan Ray
- o #2 Shane Herd
- o #3 Jamie Cranston

ROUND 2 (17/7....it was just too hot to continue into SlopeStyle – just became a jam)

- <16's DH
- o #1 Myles Hillier
- o #2 Will Leach
- o #3 Will Reynolds

- Open DH
- o #1 Dan Richards
- o #2 Will Ewer
- o #3 Shane Herd

The next round runs on Bank Holiday Monday 29th August (not really a Sunday at all) and the final round on Sunday 19th September (sign-on 11am-12.30pm; riding from around 12.45pm). Hope to see some of you at Ivinghoe soon – nothing ever too serious, though we do take our boarding pretty seriously (on some rare occasions). You can get more at www.hill62.com or e-mail info@hill62.com.

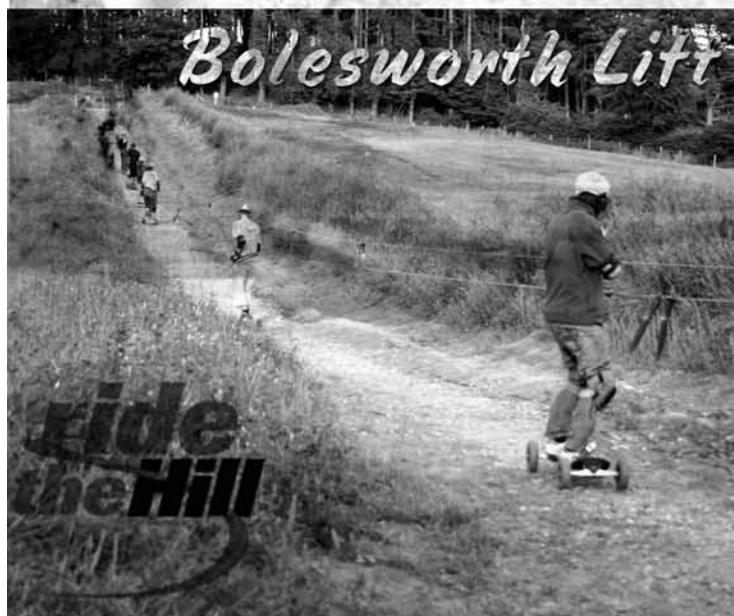


More Centre news - Good and Bad

After many weeks and months of waiting Ride the Hills centre at Bolesworth has finally had its drag lift installed (YAY), which means me and the other northern monkeys no longer have to trek back up to the top of the boarder cross, we now get towed all the way.

On a slightly sadder note we must bid a fond farewell to Kate and Tristan who have been running the Bolesworth centre since it re opened this year and are now off to pastures new, farewell and Happy Trails.

Rumor has it there is some sort of secret party going down in the caves in the surrounding hills of Bolesworth the weekend before Rd 5. Anyone who's going up that weekend for a bit of practise should keep their ear to the ground for more details.



Freestyle Bowl: Not too many changes here except for the addition of the drop off platform above the kink rail. This is currently being built and should be ready for the comp. Although I have heard rumours of a second table top..... but that could just be rumours..

Big Air: The wooden kicker from the 2002 noSno Challenge Big Air comp has travelled north and hopefully this week will be given a new home at SuperBole.

Practice weekend: the bank holiday weekend before the comp (Aug 26 – 29) will be practice weekend. Camping available on site plus Mr. Birkbeck will be running a couple of boarderX race techniques masterclass. So if you want to know how you can be that old and still fly down the track make sure you book into a session. Plus Steve is hoping that Leon Dove will be able to help with the session and give everyone a few points on how to beat his American namesake Leon Robbins.

Also we will be running time trials during the weekend and the rider on top of the leader board at the end of the holiday weekend will win a 12month free entry pass to both the XBP and SuperBole mountainboard centre.

For more info on the practice weekend check out www.ridethehill.com or email Liz@ridethehill.com or give us a call in the office.

Event weekend: Our new stage will be in place for the weekend and Skankt are already confirmed. We did try and persuade the Dead Pets to come and play but unfortunately they can't make it. So (not sure this is a wise move) if you are in a band, or know of a band that would like to play at the Riders party on the Saturday night please send demo CD's to:

Ride the Hill
The School House
Stinchcombe
Dursley
GL11 6BQ

XBP

Plans are currently being drawn up for the redevelopment of the XBP BoarderX and Slopestyle course. More information soon.



SuperBole:

Lift: yes its in and working, no more walking up the hill, no more waiting for the trailer. You can ride back down to the lift station and get straight back up the hill. What more could you want...

ATBA Final News:

BoarderX track: the diggers are in this week to lengthen the track and add in a couple more berms and rollers. But what about the top middle roller will it stay or will it go....

Skypark opens in Cornwall

Not totally specific to mountainboarding but probably worth a mention all the same is the opening of the first kite boarder X facility in the UK. Known as the Skypark; just outside of Newquay at the Monkey Tree Holiday Park (www.kiteboardercross.com), it is described on the web site "The Skypark is sited in the lush, green rolling hills of the West Cornwall peninsula. With its elevated position looking out over the beautiful surrounding landscape, the Skypark enjoys consistent, steady winds from all directions." Will, chief kitesurfing instructor at the extreme academy in Cornwall went to the opening day, and rated the place very highly.

OUT TO GRASS...

The Mountain Board Centre

August 13th & 14th



4
WHEELS
4
MOUNTAIN
BOARD

4
RIDING

4
FUN

4
COMPETING

4
PARTYING

4
GET THE REST

4
ROUND
4

TANTRUM ATBA UK NATIONAL CHAMPIONSHIP SERIES 2005

California - L.A.

Thanks Scuz, for giving me the opportunity to talk to some riders way over there on the other side of the world! We just had our First Annual Juice Run Race at the Dust Bumps in Los Angeles California. You see we called it the juice run because it's up in the hills above OJ Simpson's house. When we thought of putting the event together, we just laughed, and that's how the name came to be juice run. In all honesty we just wanted to see if we could get away with murder too, so we held an underground (and very illegal) race there. It went great. It was a timed race down about a mile and a half of nothing but obstacles. It's a really cool spot that has been coined by the mountain boarders as the Dust Bumps, and for good reason. The first section is really a sort of technical single track with one roller after another. All the while you are turning and twisting from the left to the right, and back again, bobbing and weaving your way down. After about half way down, you get to an incredible section that seems to go on forever. One hip, or jump, or gap after another hit, or gap, or jump all the way down. It's the munch all you want section, the question is how hungry are you? That's just what we were going to find out from our West Coast Brethren!

In the pro category, we had Spencer Emmons, the founder of Dust clothing ("Dust Bumps" home court advantage), getting the fastest time at 5 min even. Then there was a four-way tie for the second fastest time with 5 min 5 seconds. It was unbelievable. Chris Farmer with 2 jumps, Chris Pincetich with 2 jumps, I had 1 jump, and Brad Beren (Co-Founder of SCDR) who just charged the course. You see, we did this cool thing where we counted 5 seconds off of your time if you hit the gaps on the way down. Chris Farmer (Team MBS) and Chris Pincetich (Co-Founder of NPD Land Boards) had to battle it out to see who would be the victor. Based on the group's consensus, it was a long jump contest. They had 3 jumps each, and the furthest of them all won the placement of second to Spencer. It was fun to watch, and each time they reached with all their might. Chris Farmer came out with the furthest jump in the end. I have to say though - it was rather rough judging. They were literally inches apart on their longest ones. Let's see we had Todd Sanders (Co-Founder of SCDR - Southern California Dirt Riders) as the next fastest time at 5:17 and Erik Griffen (Founder of Pyramid-Pyro) coming in at 5:20.

Over 18 Class had some up and coming rippers. Meeko was the first across the line with a time of 5:10. You see, he hit the most jumps. 2 jumps knocked his time down from 5:20 to 5:10. Neil Selinger was next across the line at 5:10 as well. That was another tie, but Meeko hit two jumps, and the judges felt the glory should go to the one who took the greater risk. Gentry Gard, in his second event ever, walked away with third place.

It was a star-studded event and none other than Dan Dworkin did the officiating. That certainly deserves an honorable mention! That was your west coast crew, and everybody there is true to the grass roots of this sport. I looked around and noticed that the people standing there in front of me, were the people who really love to get together with old friends for the sake of mountain boarding and no other. It wasn't about the schrag or money or prestige, and that's what made it such a great event. It was just us, and everybody who was there, was there to support something that they loved, to see old friends, and share in the energy that makes this sport so great. These are your tried and true west coast crews!!!!

BugsBoarding Bash



It's begun! April 30th/ May 1st saw a mass exodus of northern riders converge

on BugsBoarding in Gloucestershire for its first birthday bash. For many this marked the start of the camping season (or heat stroke season depending on if you wore body armour), and was also a chance to see the 2005 range of MBS boards, which are certainly worth a look as there's one for most tastes. In fact, by the time you read this you may well own one already, so write a review and let us know what's broken, what helps you and what is just down right amazing on 'em.

My rider radar detected a number of top riders, including Leon Robbins and Renny Myles, along with some handy little freestylers from court farm and OTG, showing us just what the new range can do. I also rode a new Leon Robbins Pro-board, just to prove that it doesn't make you invincible...

Over the course of two days many decks were grabbed and spins spun over Bug's two monster tables, while nearby new boarders were initiated on nice grassy slopes and rails were hit over and over. Saturday night saw an impromptu spotlight rail session going down, with some creative (sitting down) grinds from the Bailing Billy boys as well as other craziness.

On Sunday a lot of meat was consumed in the Team North camp (cheers Paul T), followed by a rail comp in which The Norths very own mini ripper Chloe Chew walked away victorious with a pair of Reef shoes, thanks to a switch 50-50 to 5-0 on the rainbow rail. Enough said!!

A great weekends riding was topped off by so many quality people attending leading to a really good vibe. Making their presence known were the MBS team, Team Exit, and the Trampa boys, amongst many others who sorry, I probably didn't meet.

Many thanks must go to AJ from Maxtrax for keeping things running smoothly and making everyone feel a part of things (and for giving me a lift up the hill for water!!) Long Live BugsBoarding!!

By Andy Williams

The New **scuz** Website:



www.scuz.info

THIS TIME IN REVIEW

HILLBILLY BILLY BOAT WRIST GUARD GLOVES

I was very happy when these came through the door, I haven't bought any new wrist protection/glove type things for a while, and the current protection was starting to look more like a fashion accessory (although they smelt like a stray dog) than any kind of useful protection.

After hammering these new gloves for a few months, I must report they have performed very well for me. The idea behind these gloves is great, full finger covering gloves and wrist guards all in one. The glove itself is very strong and the material on the palm side of the fingers has taken plenty of hammering and as yet has shown no signs of tearing or poor stitching, despite the leather (or hide as I'm sure the Hillbilly crew would call it, despite the fact they are made from goatskin) being lovely and soft feeling.

I had a problem when I first got the glove, the spine on the palm kept falling out of the pocket which held it in place. This as you can imagine became very annoying, having to put it back in place after every run. The issue is one that is easily resolved, and if I was being asked for more cash for the product, I should feel a little swindled, but at a mere 25 quid, a bit of superglue in addition is not likely to break the bank.

I solved the problem by gluing the spines in place with impact adhesive. I have now however been sent the newly designed spine with a larger area of plastic on the palm area, and they are slightly longer giving a much tighter fit and have so far corrected the problem, so sorted.

Having talked to a few other people about these gloves it's clear that there has been some issues with build quality. Poor stitching also being a major issue. Maybe they got Friday afternoon or Monday morning gloves, or maybe it was some start of production issues, who knows, I have had no trouble with them whatsoever, like 'em and will continue to ride with them, although I think gluing the spines in place is still a good idea.

Reviewed by Paul B



Padded Shorts



HILLBILLY DIRT GEAR PADDED SHORTS

Light weight mesh shorts with high density foam sections fixed on, with the added protection of a plastic plate over the foam on the coccyx protector.

I'll admit to being a little sceptical when I first saw these shorts, appearing to have far less padding than I usually ride with, but having ridden in them for a few times now I was actually very pleasantly surprised.

True, I didn't have any really hardcore stacks whilst wearing them, but they did the job quite well against the falls I did throw at them.

If it's your first foray into the world of ass protection I think these are ideal, and would cope well with anything most centres might throw at them. If you're getting lots of air time or doing some of the more serious free-riding then I'd look for something with a bit more protection (because I always fall on my ass, which initially hurts, then turns nice colours usually featuring blue and purple, but occasionally even red).

One factor concerning is the lack of protection that does actually improve the shorts performance is when the weather warms up a bit. The butt pads I have been wearing and all the other more comprehensively padded styles, are a bit of a pain (in the ass? – ed) to wear; uncomfortable, hot, somewhat akin to mountainboarding in pampers, where as restricting padding to the areas where a crash impact is most likely to occur, while leaving the rest of the short with a thin mesh like material, improves the comfort level considerably, and they are less bulky for it too.

As often, with padding it is a choice between protection, and full movement and comfort, these shorts come down a little bit on the latter. This isn't a criticism however, merely an observation. They are around 45 quid.

Both gloves and ass pads are available from all worthy ATB stores. If your local store don't sell 'em, they're crap.

Ground Industries

Sherpa Board Bag

Bag



GROUND INDUSTRIES SHERPA BOARD BAG

The Ground Industries Board bag has a very sexy look, beautifully sculptured to the shape of a board. Now this is not the biggest bag in the world, if you have tons of stuff you may not find there is much room in here, but however all my pads/ helmet/ board etc fit in and are held securely. This bag feels very well made, with big chunky zips etc. There are a lot of different handles on it, which helps a lot when humping it in and out of a car. This bag also has the advantage of folding down into a normal size rucksack, so if you need to ride with it this is not too much problem.....

Before I got this product to test, I did not have a board bag, but now I don't think I could live without one. Having all my stuff in one bag helps a lot. Also the car is kept clean coz I can stick all my dirty stuff into the bag and then I don't have to worry about it. My verdict, it is expensive, but does its job well.

Reviewed by Brodie





LEON ROBBINS MBS PRO 16

- THE HIGHEST PERFORMING BOARD EVER MADE BY MBS
- MILLED MATRIX TRUCKS TO SAVE WEIGHT
- ORANGE EGGSOCKS AS STANDARD FOR BIG AIR AND SPEED!
- THE STIFFEST DECK WITH THE MOST POP EVER PRODUCED BY MBS.
- NEW IMPROVED, STRONGER ROCKSTARS
- BLACK T1 TYRES AND NEW F3 BINDINGS DESIGNED BY LEON ROBBINS.

ALWAYS RIDING!

MBS

MBS-EUROPE.COM



Balance Boards

So your skint, it's pissing it down and the radiation from the TV has already given you a tan that any fake tanning salon would be proud of, so whatcha gonna do? Well my friend the answer is simple - get your mucky paws on a balance board. Simple. Now there are various ways that a skilful person like yourself could do that, one being to go out and actually buy one, but then we all know that for what is essentially a plank and a tube the marketable products out there are all stupidly overpriced. Your next option would be to steal one, but if you're not that type of person and don't really like talking to the police much - it's not ideal. Personally I don't think blagging one will work as people tend to like there toys, so the only feasible option left is to make one. So seeing as right now I'm too tired to do anything more ambitious than listen to music and write what you're reading, here's a few tips on how you could go about making one:

1. Get yourself some tubing. This is the hardest bit to get hold of, but if there are any local road works going on then get your ass down there and ask any builders that might be roaming around if you could have a small off cut of any they happen to have. Make sure that it isn't stupidly big or small, as this will make your balance board impractical.

The black tubing that builders sometimes lay underground (not the massive stuff) is good for bigger sized boards, and for smaller ones yellow gas piping is also a good option.

2. After obtaining your tubing you then have to decide what size board you need for it. Small diameter tubes need smaller boards, and bigger diameter tubes need bigger boards. Smaller diameter tubes like the yellow gas ones are a decent size for using with old skate decks, so if you have both of these then your pretty much sorted. Just slap a bit of paint on the top and away you go. Don't put anything glossy on the bottom of the board though as it usually makes it very slippery on the tubing. If this happens anyway rub a bit of surf wax onto the bottom of the board, this usually stops the problem. If you happen to have a larger diameter tube that's not suitable for use with a skate deck then you better keep reading.

3. So now your making your own board - you need some fairly decent plywood, a pencil, ruler, clamp, jigsaw and a workmate or table. Firstly pick an appropriate size for your board to be. If you happen to have misplaced your common sense then 100cm is a good size to use. Draw a straight line the length you picked onto the plywood. Now in the middle of your line draw another at 90 degrees to the first so you have a cross. Mark on one side of the smaller line half the width you want your board to be, and then draw a smooth curve from the marked spot to one end of your original line.



✚ YOUR BALANCE AID ✚

This should leave you with a quarter of your balance board marked out – cut out the excess plywood from around the outside of this quarter with the jigsaw, using the workmate/table and clamps to hold the plywood steady. Take care to cut it out in one piece, because then you need to line it up on all the other quarters and use it as a template to mark out the rest of your board. You should now have a symmetrical board, so cut the rest of the thing out.

4. Finally if you want stick on some paint and go try out your new contraption! See that wasn't hard at all was it? If you really wanted you could put some end stops on your balance board, but because there for losers that can't balance you can figure that one out for yourself.



So you've got one now, and WOOP you can balance. So learn some tricks and get styling your new toy! Just nick the grabs from mountainboarding, and flips from skating (yes, you can ollie and flip smaller balance boards). After you've got them dialled then just start making em up. Here's some I've nicked and made up, call yours what you want.

- One Footer – take one foot off the board.
- Handplant – one hand one foot on the board.
- Hang 5 – hang the toes of one foot over the edge of the board.
- Hang 10 – hang 5 but with both feet.
- Tucknee – tuck one leg down so your knee touches the deck.
- Shifty – slide the board round 90 degrees and then back again.
- Hang 5 Hookfoot – hang 5, then hook your other foot over the other end of the deck.
- Jump 180 – keep the board in the same place and jump 180.
- 180 – revert the board through 180 degrees whilst still on it.

Watch and Learn, Timmy!

There are millions of combos and strange things you can do. Loads of skating tricks like pop shovits for example can be nicked and done on the balance board, then you have hang 10s from surfing etc. Mix and match. Oh and try to keep moves clean and hold grabs and stuff for about three seconds so they look sweet. Now stop reading this insane rant and go practice. If you really want you can carry on reading whilst balancing, but that might prompt people to throw things at you for being cocky. Enjoy the ride, enjoy SCUZ. I'm off to bed...



Words and Pictures by JC

2012

Balance



Balance if the Key

Pimp My

My



Mountainboard

So you wanna pimp yo ride? Bling it up an dat wiv phat alloy wheels?! Get those ladies scoping out your sh*t?

Or you just want to personalize your deck and are more of a mountain-boarder than a graffiti artist, fair enough, I'm no expert.

It was nice and easy and I don't think it looks half bad! If may say so myself! I've tagged the top of my board rather than the bottom which would give you more room to work your artistic magic mainly because I like to think my board spends most of it's time the right way up and any fancy graphic on the bottom would be taken from beneath by rocks, roots, rails and the rest.

Words by Chris

Here's what I used

- Two tins of spray paint (red and black)
- One tin of spray lacquer (transparent layer that protects (finishes))
- Couple of stencils

Here's how I did it:

1. Removed trucks and bindings giving me room to work.
2. Lightly sanded the surface to roughen it up for the paint to stick to something, no need to go crazy sanding through the layers to remove the previous graphic as this potentially weakens the deck.
3. Wipe away the dirt and bits from sanding with a damp cloth.
4. When dry apply the first coat/base coat, this must be the lightest colour you'll be using in your design, just because (Very informative there Chris – ed).
5. When dry, if the previously graphic still shows through then add another coat and so on and so forth.
6. When you're happy it's faded away into all but your memory and it's dry, apply the next colour, that in my case was black. By using the can from closer and farther away you're able to get different densities of spray, say for different size clouds for instance.
7. Once the background is sorted you can move on to the tag, if you have planned what the tag is going to be, then you can cover up the area around the tag to make painting the tag on easier. Lightest colour first and all that.
8. The tag I used is obviously the Scuz logo which I cut out from one of the back issues I had prepared earlier and duplicated it onto a couple sheets of card using a Stanley knife, remember to be careful as Stanley knives are very sharp!
9. Start with the outline first followed by filling in the main body. To get the different effect I simply sprayed an excess of paint within the stencil and sloshed it about in an artistic manner with my fingers. Reapply the first stencil (the outline) to tidy up the edges. I found out the hard way that it's much easier to get it right first time, and so fix the stencil in place, with masking tape perhaps.
10. Eh voila! Tre bien, c'est magnifique... ish! Now all that's needed is a few coats of lacquer to keep the artwork on the board, rather than on the boot of the car after riding through puddles.



There's no limit to the effects/styles you can use to pimp up your ride, it's whatever takes your fancy really. Check out stencil and spray can art books/internet sites to see what I'm blathering about. There is a certain skill to this but even with impatience you can get some wicked graphics nailed with minimal effort.

Get hold of a few tins and mess about on some random planks of wood first to get an idea of what it's all about, before vandalizing your board. Just using the tin at different distances from the board, or moving it across at different speeds will give you an idea of what can be done, if you're familiar with vectorising; this is the easiest way to make stencils by getting your computer to do it. Ask a code warrior if I just lost you! It's all about checking out what can be done, what you like and how much time you're willing to put into.

There's also some new hubs on the market for mountainboards, alloy style, and they look truly bling, but then they would need to for a hundred and twenty quid! Although I'm sure they will come down in price. I have heard a completely unsubstantiated rumour however that you have to ride them with the tires super hard, like sixty p.s.i and over, otherwise the hubs can get damaged, so they aren't too suitable for free-riding, although ideal for skate parks and freestyle. To have a look at them go to www.manhick.co.uk/manx/ and all the details are there (and it does say on the site that they are fine for freeride).

And there you go, bob's your uncle, sorted, avin a laff! Look forward to seeing some pimped up rides on the hills!

COME RIDING WITH

noSno

CUSTOM BOARDS
SINCE 1992

Chris had been doing his networking thing and organised a blinder of a weekend for us, riding with No-Sno on their turf!! It's something that the Scuz crew (especially Andy, who was in the depths of despair about not being able to make it) has wanted for ages. The Scuz founders Andy and Welly have ridden No-Sno boards from pretty much the beginning, and the prospect of going free riding with the No-Sno team was one of the things that has always been high up the list of priorities for Scuz material/activities, but was unfortunately made impossible by work commitments and general lethargy. With Welly in France, and Andy off surfing, it was down to the new Scuz crew to go and see what the score was, lucky us!

With the weekend upon us, the wife was bundled off to her parents, the car was packed, time to set off. I picked up northern rider Tom Stanley from Leeds station; we drove down to Dronfield (nr Sheffield) to pick up a very excited Jonathon Charles, a young man who is becoming one of the premier northern riders of the No-Sno product in the Northern (reads better!) part of England, he too I think has had dreams of riding with the designers and builders of his favourite toy. The car was laden, three boarders, three boards, all the padding we could muster and six boxes of Scuz, all squashed into my small polo. As I said the car was laden, and slow.

Having never met either of the Pete or Dave Tatham in person before I didn't know what to expect, there is such an air of awe and wonder surrounding these guys I was a little nervous!

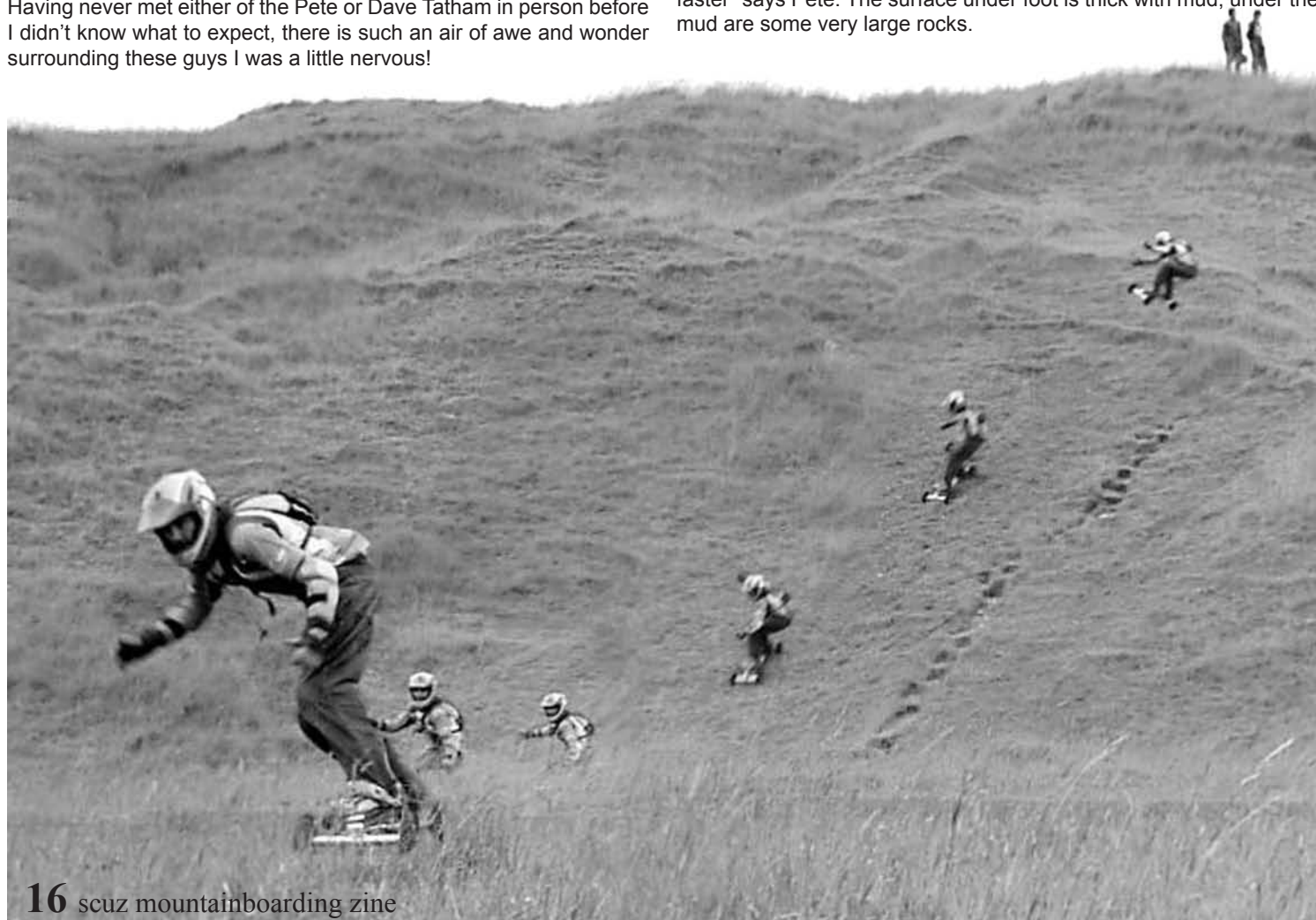
There does seem to be a lot of mixed feelings out there about No-Sno boards, they are a bit like marmite. It's a love or hate thing. I was very much looking forward to seeing how they are meant to be ridden and why they were designed how they are. This weekend was also going to be my chance to get a better idea of what the No-Sno brand means to the men who built and espouse it.

Arriving at Pete's house we were greeted by two very boisterous dogs and the calm but friendly face of Pete Tatham. Scuz Chris and Ando, another northern rider, had just arrived before us and our small but perfectly formed party was ready. Oh Yeah!

Pete proceeded to feed and water us all and soon the No-Sno locals started to appear. Without any further delay we jumped back into our cars and vans and we set off to a new spot they had found, named 'The Schlong'. Now this run, we were told has been given such a name for two reasons, firstly coz its so long and secondly coz there is a tree with a particularly humorous phallic stump..... So Schlong it is.

On the way we passed and collected Rhys Crowe and his missus, from a lay-by, who joined our convoy now reaching a nice cosy number of four vehicles. So about 15mins later we arrive. Everyone piles out and pads up quickly, well our guys do, the No-Snoian's (No-Snoians Brodie? What they hell are those? Ed!) have their own concept of time, No-Sno time is a little slower and more laidback than we are used to up north.

With everyone padded and ready to go we make the 100m walk from where we parked to the top of the run. Pete started giving us a brief description of the run. "It's a straight run that keeps dropping off and speeding up. DON'T go over the crests at full speed, coz it DOES get faster" says Pete. The surface under foot is thick with mud, under the mud are some very large rocks.



It was about this time when Pete started showing concern about the three of us on 8 inch tyres. "Just keep your weight back and you'll be fine" said the rest of their crew.

When we arrived at the top of Schlong run, it looked nice, a bit rough but a gentle gradient, perfect for the first run of the day. We all strapped in, well everyone but me and Tom Stanley as neither of us had heel straps with us and in the mud I could tell that it was going to be hard keeping our feet in. So anyway off we went.

The road was a bit too thick with mud for our small wheels to get either grip or any speed, the guys with larger wheels didn't look to be having to many problems. The run swept round and soon all the mud petered out, leaving one of the gnarliest woodland tracks I have ever seen.

Rocks, not stones, fooking great rocks the size of my 8 inch wheels were everywhere! Jesus Christ!

The drop that happened next I was not expecting (despite having been told to), the road just disappeared down out of sight and before I knew it I was going VERY fast. This was not much fun as not being strapped in I had very little say about which way the board went all I could do was try to stay on-board. Another thing that made this run particularly hard was the amount of mud being flung around the place, most of which ended up in Tom Stanley's eyes. Well it turned out that this was just the first section of the run, it kept doing the same thing over and over again. Running at a nice acceptable gradient then suddenly with little or no warning it

would propel you to speeds that were just uncomfortable.

With about 100 power slides on the way, myself and the northern boys made it down to the car park at the bottom, absolutely covered from head to toe in mud. All the NoSno guys were just standing there laughing as we came out at the bottom Schlong. They were just about clean, clearly they had not been doing the same amount of stopping or mud-bathing that we had. We sat down the bottom for a while and it was soon realised that the keys to the van had been left at the bottom, were at the top in my car. Bummer.

Once we were back at the top, I grabbed my goggles from the car and a roll of gaffer tape, a boarder's best friend – never leave home without it kids! And with some amazing bodge-tastic bodging me and Tom soon had some duct tape heel straps, which were surprisingly good (and very light weight!).

OK second run, this time with some control....We all knew what to expect and with my goggles and new heel straps I was determined to have a better run of it. The second run was well scary; I hit speeds that were just madness on the super rough surface. By the bottom I felt like I had found my favourite spot ever. I got that huge rush you only get when you do a run that feels way above your ability. It's that "oh my god I survived" feeling which very soon leads onto "Lets do it again, again, AGAIN!!"

We all jumped into the back of Drongo's van and very soon we were standing at the top, ready to have it again.

The third run was just amazing not only did I survive, I felt like I had a really good run at it. Every one of the visitors said the same, the third run was nailed. Nailed hard.

But by now my back leg was burning, all that

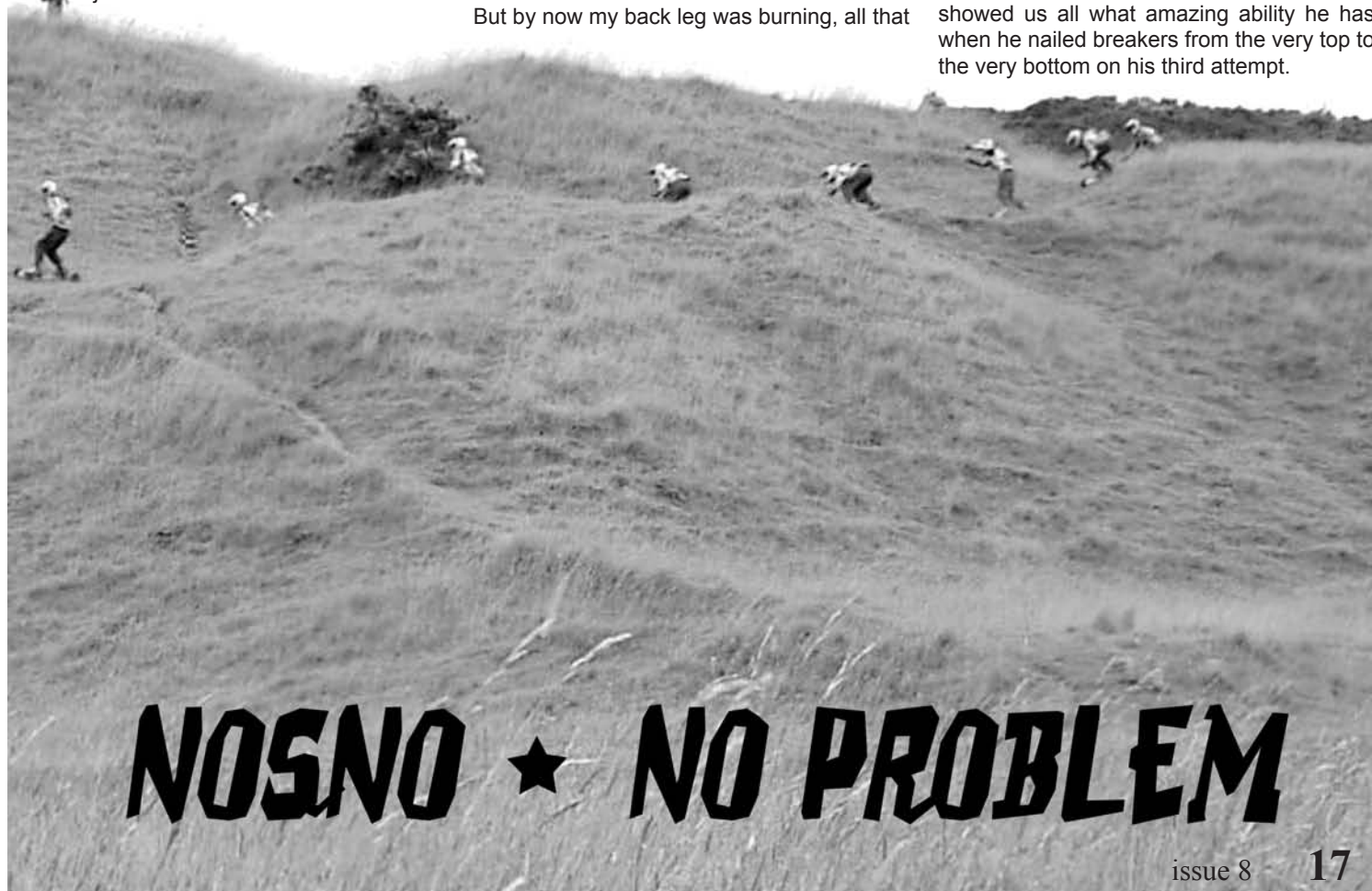
leaning back to get over the large rocks was taking its toll and when Pete suggested moving location to Cleeve hill we all jumped at the chance.

Tom and JC had not had the pleasure of riding the 'super-fun-play-park' that is Cleeve. For those others who haven't been, Cleeve hill is the kind of place that, if you were a believer in God, it would become immediately obvious to you that he rides, and designed Cleeve hill with it in mind.

You could just see the possibilities dawn on them as we walked up it. It is a truly awesome place, and only 5mins from the Pete's house! Talk about your local spot. In fact Pete has been riding Cleeve forever. It's his home, where he feels comfy and safe! This was very apparent when he hit breakers for his first run.

Now I have been here before with some very good riders, but not one of them rode breakers the way that Pete Tatham does. First of all he was absolutely flying, really fast. Really, really, really fast! That is when taking into account with the huge air he was achieving off every hip made for the single most inspiring and awesome piece of riding I have ever witnessed. It was totally amazing. No point reading this and thinking about it. Pure second rate, to see it with your own eyes, good lord. I want to ride like that! Watching a true 'great' of boarding ride one of his local and most regularly frequented spots I guess should be quite something. But riding like this, I was not prepared for.

Soon all the guys had seen where the run goes and one by one we all stepped up and took our falls gracefully. JC in particular showed us all what amazing ability he has when he nailed breakers from the very top to the very bottom on his third attempt.



NOSNO ★ NO PROBLEM



Impressive stuff especially when you take into account just how fast he was going. Tom Stanley suffered a puncture, which unfortunately put an end to his breakers attempts. After the session at Schlöng, the surface on Cleeve was like some dream, all smooth and soft to fall on. Great fun.

LOOK AT THIS SCRUFFY BUNCE

We all played around on Cleeve for a long time and we were all getting tired and a bit beaten up by it all. So we decided to call it a day and head for some beers and food back at Pete's house. There was just time to do one run on the way back to the car, Double U's. This is like two U shaped shoots that both point down the hill and allow you to generate a ton of speed. Pete again showed us the way and disappeared off into the distance.

One by one we all looked at the run, then blasted down it. Tom Stanley rode down on Ando's Trampa, which he did not get on with, taking the second worst fall of the weekend and busting his lid, the foam insert stayed on his head and the hard plastic bit bounced away somewhere. All was fine, maybe a headache and a few new bruises, but everyone had escaped the first day of No-Sno action virtually unscathed. Miracle!

It's a very short drive back to Pete's house and when we got there Dave Tatham was just arriving. Dave has been taking a time out from boarding due to a shoulder injury issue. The evening was spent with a few beers, a stick or two and some tasty uncut video footage of team No-Sno free riding in the French alps. I hope they get another video put out soon, as the last one was amazing, a very good contrast to the other vids on the market.

We woke fairly early and not too bright on Sunday morning, but a quick trip to the super market to get supplies soon had us all fuelled up and ready for some more gravity action. This morning heralded a trip to Leckhampton hill woods, another spot only 10 minutes from the house. Leckhampton woods has loads of different runs, a favourite with mountain bikers. There has been a lot of building done in these woods.

We started riding with a quick jib around in a bomb-hole, warming and waking up, and getting a feel for the nice woodland surface. The next run was a very steep zig-zagging track which spurted you out into the bomb-hole. Once again Pete showed us all the way forward, reaching speeds the rest of us considered suicide in the close trees.

After we had all got warmed up we started the climb into the 'real' riding..... The woods just kept going up and up, and once again we were back on to big wheel territory, rocks and huge roots everywhere. When we reached the top we were greeted with an exceptional view over Cheltenham and the surrounding region.

A quick five minute break later we all strapped in and set off down the hill being lead by Pete Tatham on his break board.

It's an understanding that these guys have with the land owners of Leckhampton woods that whenever they are free riding there is always someone up in front with a brake to act as a spotter.





This situation worked a treat, as the rest of us blasted through the woods on the paths, every now and then we'd come across a family hiding in the trees. Pete had been there first and told 'em to stay out of the way, excellent!

We sessioned the woodland for a few runs, it truly was great fun. But all the walking up hill was taking its toll, it was time to sit back, take some photos and see how the local guys do it. Pete was particularly keen on showing us a bike track that has been cut into the side of the hill. This track was really hard, it was only as wide as Pete's No-Sno, he ate it up all the same.

Eventually, as it always happens time ran out, and we started packing up for the long trip back up north; still we were to make our way down the hill one last time. For this we were shown another run, this the end of a separate bike track, with a few drop offs, a couple of gap jumps and the like. As per the rest of the weekend the No-Snoians just disappeared off into the distance. JC, who had had a blinder of a weekend riding, took the nastiest stack of the weekend. Not having checked the landing first he sailed over a huge gap and landed in manual on his rear wheels, never a good plan. His arm was quite a grim mess, not grazes, but impact cuts, like the skin had ripped inside his pads. Lots of blood, lots of ooze and quite a bit of swelling (check out the injuries page!). Not a good note to finish the weekend on but he and the rest of us were still happy having ridden some 'real' hard core runs and witnessed the best free-riding we had ever seen. Leave the Freestyle to the guys at MBS, this is something else altogether.

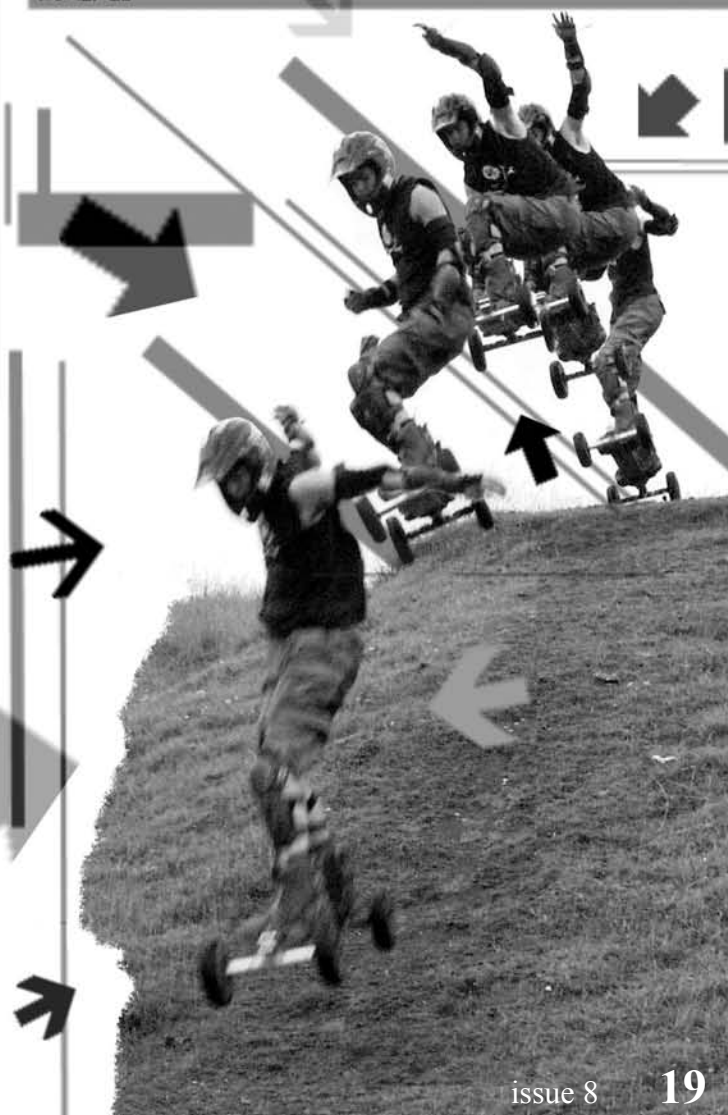
I have come away from this weekend with a new view of mountainboarding, a better understanding of why and what the NoSno boards were invented for. They have been criticised for their performance on border X courses - not being fast enough, not being capable of 'pumping' over features. Well maybe, maybe not, many of the guys who do ride them at competitions have no problems, and this very zines founders swear by them and will turn their noses up at anything else, but freestyle and boarderX isn't what they were designed for.

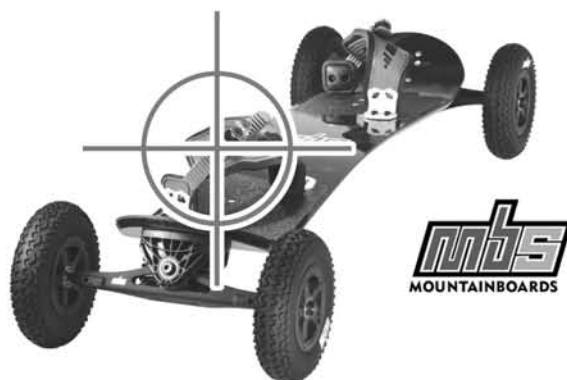
These are boards that were made to go damn near anywhere, and over damn near anything. The guys we were riding with this weekend are free-riders, proper gnarly hardcore free-riders, not the worldwide free-ride bullshit some clothing labels use to hawk their sh*t, but the real thing. They climb to the top of a hill, the very top, and ride all the way down. That's it. Job done. Its guys like those in the No-Sno squad who put the word mountain into mountainboarding, doing their Board R+D in places such as the French Alps. Go to the top, strap in.

No one knows what's to come, that gets sorted out as you ride over it, through it, around it and down it. The No-Sno philosophy of ATB is very infectious, these guys love it and live it. I want to too!

Photos and Words by Brodie.

RIDE





***Choose Your Weapon...
The Season is about to Start...***

Talk to the Experts

The Longest Running UK ATB Specialist Store

We do sell many other items as well as mountainboards...



OZONE



SIKSIKONE



UFO



www.ATBShop.co.uk
Tel: 01793 523255

ATBA-UK
ALL TERRAIN BOARDING ASSOCIATION
www.atbauk.org
Discount for ATBA-UK Members

ATBShop, 19 Faringdon Road, Swindon, SN1 5AR

Round 1

*Comps,
Comps, and more Comps.
Comps,*

Well the weekend started for me on Friday (27/05/05) morning bright and early (ish) heading over to Leeds to pick up Chris and the copies our last zine hot off the press ready to distribute at this, the first UKATBA comp of the 2005 season. Cue shouts of 'Come on you riders!' and 'Now we're racing!' and all the rest of it.

With my car loaded up to the roof with zines, boards, kit and camping gear we left Brodie's (new Scuz honcho) house with a little more space in his front room than when I'd arrived and headed in the direction of the M1. I finally managed to fight my way out of Leeds to the motorway and start the long journey towards the south coast. The weather was absolutely gorgeous, baking hot and blue skies, not the best weather to be stuck in the car with a 5 plus hour drive to do, but needs must be met when there's mountain boards to be raced!

The journey passed fairly uneventfully apart from an hour and a half parked on the M25, but we eventually arrived with only a few navigational issues - Chris can fly planes on his own and navigate, but given that sole job in a car whilst someone else is driving and he's in trouble!

Arriving around 6pm there were already a vast number of people camped, lots of riders were padded up and had been riding the track, red in the face and sweating profusely from the heat, even though it was early evening the heat of the day was lingering turning practise into a sweat fest.

We set up camp, with the other Team North contingent who'd made the trip down for the event, and killed a bit of time by dishing a few of the new zines out. I was hoping the heat would disappear a bit before I went to practise, but my curiosity got the better of me sooner rather than later and I padded up to go check out the changes to the track from last year.



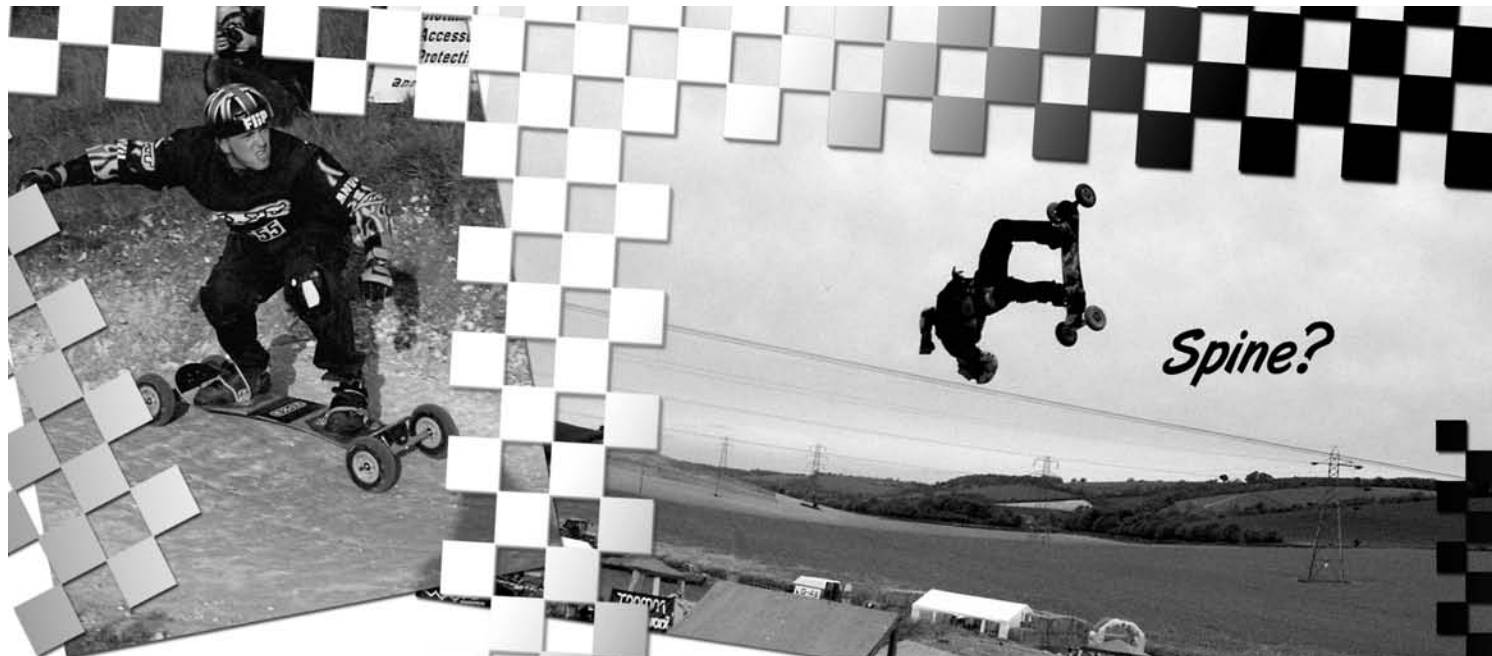
The Season!

My first impression? Amazing course, similar to last year but much better, the whole track seemed a lot more polished than last year, major props to John and his team at Haredown and all the SOBA crew for building a superb track. It went a little something like this; out the gates and down the start ramp into three low wide rollers perfect for pumping to get speed before you hit a loose, open, flat left hand corner. Out of that the track bends round to the right, here you kill as much speed as you dare or need, before you drop into three rollers still bearing round to the right picking up speed all the time before "Berm 1", a tight hairpin left hander which caught out even the best riders once or twice before they got it dialled. From here it was fairly plain but fast sailing to the bottom of the track, over two rollers then into a wide right hand hair pin berm, over a step up jump and down a sweeping left picking up lots of speed into a step-down jump that was hard not to air, then straight into two rollers that most people doubled because of their speed, then over two smaller rollers bearing right into the trees before popping out of the tree's, off a 2 - 3ft drop off and then over the line. Top to bottom in just over 40 seconds if your at the top of your game, both a thrill and a joy to ride, shame it couldn't go on for another 40 seconds in my opinion!

The temperature slowly dropped and practise finished at a far more reasonable temperature than it had started, as the sun set over the hill in front of us, the remaining riders on the hill called it a night and went to eat, get some beers and catch up with a few faces unseen since last season.



It has begun!



Saturday morning dawned a lot cooler and much windier than the day before, but unfortunately a lot earlier than in previous years, with the riders meeting set for 9am you had to be up early to get some practise in before it began. Early practise dragged on a bit past 9am as the ATBA team sorted things out, before the riders meeting was called about 9.30am. We all gathered at the bottom of the track and waited to hear what our new ATBA chairman, the right honourable Mr Schmoe had to say!

Its all change this year with digital timing in place, gone are the 4 man timed runs from previous years, and in are one man timed runs. These were to be done in group order for the first timed run, u14's, u 18's, Ladies, Open and Masters and then on a first come first served basis for second and third runs after that.

Unfortunately it didn't quite go as smoothly as that, for a number of reasons. Despite having tested the new kit out briefly on Friday evening, there were problems extracting the times for everyone's run from the data collector, and getting it into the computer used to work everything out. Once this problem was sorted it unfortunately became apparent that there was another issue with the times. The sensors at the top of the course used to detect people starting their run had been knocked out of line which meant no one had a starting time just a finishing time. It was damn boring waiting around whilst everything got sorted, but eventually sorted it was. Good job the weather was good, apart from the gusting wind which managed to destroy half of the trade stand marquee's and roll the ATBA tent across the finish area before blowing it over the top of the trade stands.

Eventually after the second riders meeting things got rolling again, starting with a timed run for the Open and under 18 categories which both had more than 32 competitors and needed to find the 32 fastest riders. We were due to skip qualifying times for the Masters, Ladies and U14's as they had less than 32 in their categories, although it was decided that everyone needed at least one qualifying time so they could be seeded properly.



With the Masters, Ladies and U14's timed runs completed the Open and U 18's were given the opportunity to better the times from their fist run. And better them they did, Ant Wilson (ATBShop) who had previously owned the fastest time of the day, must have been sorely disappointed to find out the three fastest times of the day were all in the hands of U18's riders, Tom Kirkman (Team Exit) fastest, Jonathan Charles (Team NORTH) 2nd (go JC - ed) and Laurie Kaye (Team Exit) 3rd. It scares me to think that these guys are still a year or two from competing in the Open category and are already kicking our asses with their times.

With this all completed and the times worked out we had another riders meeting before finally heading into the knockout rounds starting with the U 14's, Ladies and Masters. I was most impressed by the quality of riding in the ladies races there was a time when ladies racing saw lots of crashes, but no more, all I saw was good clean racing down a very good track, Sacha Bush (Team Bad) took the win with Niki Forecast in second and Natalie Reynolds third. A certain Mr Steve Birkbeck took the win again in the Masters, (when is someone going to knock him of the number one spot?!) with Scotty Legbitter second, chasing hard on Steve's heels, and Lawson David in third.

The Open and U 18's racing saw some fantastic action, the semi final races in both these classes could so easily have been finals, such was the quality of the riders and the racing. The under 18's final had a few well known faces and one new one. Tom Kirkman and Laurie Kaye (Team Exit), Jack Herniman (No-Sno) and Jonathan Charles, Tom took the win with JC right behind him in second and Jack taking third. Second place and he's un-sponsored, come on industry sort this northern lad out!

The Open final saw Leon Robbins (MBS) Dave and Pete Tatham (No-Sno) and Tim Jones (ATBShop) in the gates together, Leon got the snap out the gates and led all the way to the line with Pete in second and Tim in third. Will this be the season his domination is ended? Pete and Tim were right behind him, what will it take to get that extra edge and take the win from him?

In both these finals there were two No-Sno boards and two MBS boards, it's nice to see a bit of diversity in the racing with the two different styles of riding that these boards require. And that was the racing finished with for the day, just as the sun was heading for the hills again. 154 competitors saw the numbers down a little on last year but with quite a few regular faces missing, we were racing during the current school exam time however, and round two on a new track and a date out of exam season should increase the numbers.

Saturday night passed away in a blur of camp fires, celebratory beers, fire sticks and discovering the joy of light up juggling balls in the dark, until you drop the sodding things and they turn themselves off.



Sunday morning dawned little less windy than the day before and a bit brighter. The freestyle was as a slopestyle event, you had three runs with the scores from your best two runs being added together to give your result. You had a choice of three lines, down the rollin, off the perfect wooden take off for table top number one and on to the next table top jump, or you could hip right off the second jump and hit a flat rail, or go to the left of the second jump and hit the rainbow rail.

85 competitors entered freestyle, riders jumped, some high, some low, some had style and some hit the floor. I'm not going to list every jump that happened, but highlights for me included Dan Watson (Ride the Hill) 5.0 grind the whole rainbow rail, Leon Robbins (MBS) late and lazy 180's, the two girls that entered Niki Forecast (OTG) and Jos Kirkman (MBS) landing some really nice clean solidly styled airs, Tim Paddock back flipping on his Be-Unlimited and watching the under 18's category - any of the top 8 could have been on the podium, the judges must have had a nightmare.

The Kirkman family dominated taking first place in under14's, under18's and Ladies, Leon Robbins (MBS) spun his way to the Open win and Lawson David took the Masters win. All in all a great weekend, roll on a hot dirty summer of racing.

Tasty Racing Food!



Words By Paul B
Photos by Chris (Scuz)



Quote **SCUZ01** for

£10 off

orders over £50
online only

UK mountain board and power kite shop

Boards, decks, footstraps, bindings, tyres, tubes, wheels, bearings, trucks, hubs, heel straps, bolts, protective gear, longboards, kites, DVDs, clothing, balance boards and loads more - take a look at the website to check out what we have. Special offers change weekly, we often have plenty of clearance stuff!

MAIL ORDER SPECIALISTS

session

www.session1.com

0845 108 5200

Next day delivery on most items

Free shipping to UK mainland

Easy online mail order

Free gifts with orders over £50

HUGE range in stock

Session Spots - add your riding areas!

Photo c/o Maxtrack.com



New MBS 2005 boards in stock!

Check out the Core1, Core8 & Comp6 on the website now...



scrub

dirtsurfer



TRAMPA



Hheo

and more ...

THIS TIME IT'S BINDINGS!

GLUEING

BOARD

DEAR

JOHN

TECHNICAL

The bindings are those bits that help you steer the board and keep you attached to it and help in every movement you make with the board.

Normally and the most popular bindings on boards you'll find are the freeflex bindings, and going back in time you might find boards with no bindings, then came along the rigid bars, followed by the freeflex.

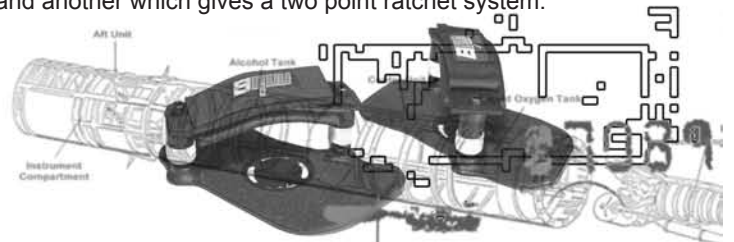


Velcro has a lot of use's and with mountainboard bindings its another notch to the material. Basically a binding is two separate bits of hook and claw Velcro that close together/overlap to combine into something that can clamp down on top your foot with the aid of two poles holding the Velcro just above the board. It won't come apart or loosen in the wet, mud or other extreme conditions.

You will probably start with freeflex bindings in most cases however you'll will upgrade or even add bits, because of certain things that standard bindings cant provide.



Nowadays we have full range of bindings from snowboard bindings, with high and low backs, others with a ratchet on the back for heel support, also the standard Freeflex has expanded into other designs some with ratchets and plastic instead of plain Velcro, know as F3's, and another which gives a two point ratchet system.



Lets look at the basic model, freeflex, which is actually a trademark name by MBS, and are the most common bindings. They are Velcro, and in the case of one design of a board the old bomber by EXIT its just Velcro binding direct from the board and that's it, while other board brands have the Velcro on the board and supported by two poles (nut and bolts based through the board with a large round rubber surround) these two poles mean that the Velcro will now go over your foot around the shoelace area, and so you can pull the Velcro straps tight so your foot feels firm and in place. For some people that is just great if you want to escape quickly you aren't really tied to the board, however if you feel a foot coming loose it's quiet upsetting for a rider and their ride.

Some companies have created ways of stopping your feet from coming loose, early on in history of mountainboarding there were rubber cords with soft cosy padding around them from Mongoose which you would attach to the poles and then you'd step into the binding tie it down and have a rubber cord going around you're heel and by so doing being bound to the board.

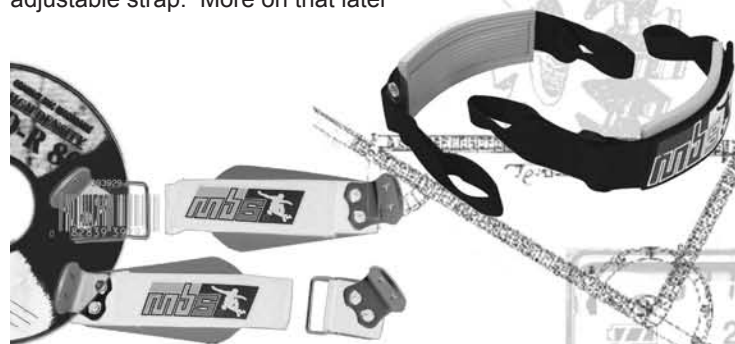


If they were too expensive for you then you just bought bungee cords from a car parts place or DIY centre and it was normally cheaper. Some people used fan belts from cars; bicycle inner tubes and I saw metals ones which were fitted to an exact size of the rider's foot-wear!



After a few years of the bungee invention it was Akoni kama who hit the UK with the next stage of development. Akoni had taken a snowboard ratchet strap and attached it to both poles and then round the heel. So it was both a perfect fit and wouldn't move backwards which the bungee cords would do after a while, they'd slack off.

The ratchet would allow the foot some movement side to side but there was no backwards movement. This is what riders had wanted for ages a middle ground, great support, small amount of movement and secure to the board. The ratchet heel strap was eventually put into production by Akonis sponsors at the time Earthboard and it became and still is a popular heel strap, although many other companies have taken the idea on, and it comes in different styles of strap from a basic thin strap to the full on wide strap that makes your heel feel supported. The idea of heel ratchet also got the snowboard bindings thinking, take the back heel plate off and replace with an adjustable strap. More on that later

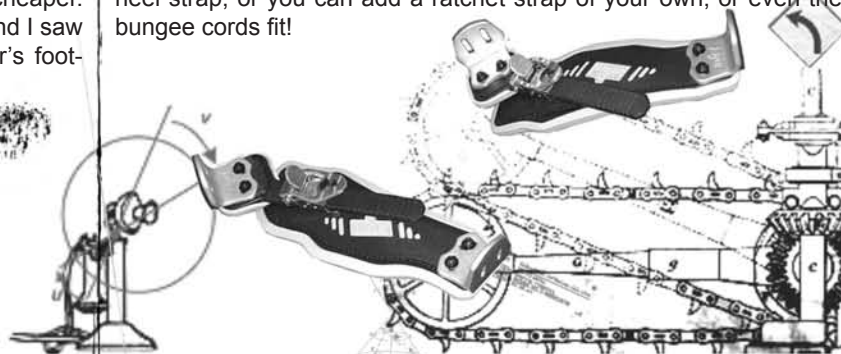


It also got other people thinking, what if we could make a ratchet strap to go over the front of the foot? Joe Jones current ATBA UK chairman came up with the Schmoe binding; it was a two point system that had a ratchet system over your toes and shoelaces. However with little funds the design never made it from the prototypes to production, so the rough idea was used by Ground industries some years later. Very similar style, there was no trademark or patent with the Schmoe so it was used as a base for the roots binding by GI.

But this GI development in turn lead to the excellent design of the F3 binding, from MBS, which is the favourite of many board riders. It's a ratchet over the shoelaces and you're foot can be clamped to the board with some force. Its also adjustable, width ways and stance so this design was a great step forward in the history of mountainboards.



Again you can add to the F3, MBS have recently bought out a Velcro heel strap, or you can add a ratchet strap of your own, or even the bungee cords fit!



Talking of new developments MBS also bought out a Velcro version of the F3 and called it the F2, the Velcro is adjustable as always, you have the same width adjustability of the F3 the only design change is the Velcro fits through a rectangle metal hoop which the Velcro loops through and back onto its self and again you pull it tight to your foot.

Now onto the other design, the snowboard bindings have been used ever since NoSno Off Road boards were invented, since the design team of NoSno had no idea of other types of mountainboard existed they went with the snowboard binding, it also greatly helped the turning power of their boards. Snowboard bindings mean that whatever slight twist or turn you put into the binding it goes straight to the boards and it reacts. Snowboard bindings are more commonly used in the UK more than anywhere else in the world! MBS tried to go with snowboard bindings once and although they sold, the US market was never really convinced and so they went back to the Freeflex.

When NoSno's were doing well in the competitions and it meant that people believed in the style of binding, back then you have to wear snowboard boots. Not ideal for walking back up the hill footwear but they did the job when combined with the binding also there were less ankles twisted then. There was also a weight factor the two were heavy and didn't help with freestyle. But as I've already said the snowboard binding has been developed for mountainboarding. Way back when, you could get high backs or low backs for your binding, this is the plate going up the back of your heel and calf muscle. It gave you some support and help say up right.

The low backs were helpful for freestyle, but after a while some people took the plates off altogether leaving just the metal bar to keep your foot in. This is when NoSno developed the ratchet on the heel and also made the binding thinner as so you could use it with normal trainers or walking boots etc. Now the weight problem wasn't there, and you don't need heavy boots.



Snowboard style bindings can be adjusted, and adjusted to exact degrees so if you ride regular, goofy or duck feet you can always get them going where you want them. You can also adjust the width of stance, or if you want the toe and heel edge weights by pitching you bindings forward or backwards, they are just great for finding the correct position for you riding style.

Snowboard style bindings also offer three areas of clamping down and in with adjust ratchet straps over your toes, shoelace are and now the heel so you're foot is bound in place.

LESSONS, PARTIES, REPAIRS ?

JUST ASK
WE DO JUGGLING TOO.

CHEER ON OUR ATB TEAM THIS YEAR!

KITE N SK8.com

08456 589299

MBS
SCRUB
GI
KHEO
+ MORE

APPROVED BY MBS
MOUNTAINBOARDS

FLYSURFER
FLEXIFOIL
OZONE
PETER LYNN
+ MORE

SUPPLYING THE HARDWARE
AND SUPPORTING THE RIDERS

WE HAVE THE SPARES
BACK UP TO GO
WITH IT ALL

GIVE US A CALL OR
BROWSE THE SITE,
BETTER STILL
COME VISIT,
29 SILVER STREET
DURSLEY GLOS

Back to other details on bindings. You might find that standard factory fitted bindings aren't always in the best place for you and you're stance, but in some cases you can move them, by drilling new holes. Most boards will take movement of bindings of course don't drill new holes too close to old holes as this make the deck weaker and possible cause a split. You do need to drill holes away from edges and other binding/truck holes, a deck such as the Trampa is excellent for more holes for different bindings, as was the Biohazard boards that started the trend of moving binding and truck holes. I've seen a BHI board with holes for skate and channel trucks and holes for both freeflex and snowboard bindings and it's lasted for more than a two years.

From there you are able to drill new holes knowing where you feet are suppose, use domed head bolts with the domed head under the board and then the bolts coming down on the binding, this style of bolt is much better as it'll roll over stuff and wont hook up on plywood, rails, dirt or grass.

You can also make you're own heel ratchet straps, buy the snowboard binding and get a metal bracket to wrap around the pole, or use heavy cable ties and attach the strap, easy and cheap.

To come to the end of this feature on bindings, make sure that your foot is tight in the binding otherwise you wont get the full use of it for steering and jumping if it's loose. Upgrade with heel straps and it may give you the confidence to go onto other things, like spinning tricks or faster runs.

Finally don't forget your bound to the board if your using heel straps or snowboard bindings as when you crash the board goes with you and its not as easy as just jumping off!

Once you look around at a few riders you'll see that not everybody stands the same, and you'll see some riders twisting their feet around in the bindings to get a tighter fit, or to feel more comfortable so it's well worth just drilling a new hole so you don't have to go through that. Some new boards come with a stance that caters for all riders, from riders who are aged 10 to riders aged 30 so as you might expect you the stance used by a ten year old is going to be a little closer than somebody thirty, you're height also plays a factor that's going to affect your stance. Somebody six foot tall is not going to stand in bindings set for a four-foot person.

When you drill new holes you need to set the board up before you start drilling the holes, know exactly where you want the binding to go. Not easy but take the old binding set-up off and just stand on the board push yourself of trees buildings, or even down a gentle slope etc and start to feel comfortable and once you are you can mark the position out with a marker pen.

Words by John Poole

ROUND 2

Are U Ready?

As usual, it was a good five hour drive, before the inevitable conclusion - our arrival in a field, this time on the outskirts of the small village of Burton Bradstock, in the deepest darkest depths of Dorset, only to be greeted by a strange little guy sat in a gazebo, to whom we paid a collective 28 pound coins for the privilege of sleeping in a field of rather too recently cut hay. This didn't really matter however as we were anxious to see the track and soon found ourselves hurrying off in the direction of the large slope which rose grandiosely in front of us.

What lay before us at the foot of the hill was the end of a newly crafted track, winding and coiling its way up the hillside, with its start lost somewhere in the thick sea mist that had set in for the day. Even in the thick fog you could still make out the small out-lines of riders flying out of the second berm, a treacherous right-hander preceded by a double which meant riders must twist in the air and land at an angle to stand any chance of making the corner. Riding the track wasn't too easy with the riders being unable to see the bottom section from the top and vice-versa, but never the less some spectacular riding was to be seen with riders of all ages quite literally flying down the track.

Saturday morning saw the mist make like a tree, and as each sleepy boarder emerged from their tents, they were finally greeted with their first view of the track as a whole. Many people who hadn't practised as much as they would have liked to on the Friday

started riding early, and by the time I got up there, there already were numerous riders snaking their way down the hillside. From the campsite an excellent view was to be had of the entire track, it was the sort of view that makes you want to grab your board and ride, hence the reason there was soon a long queue of riders waiting to enter the start gates and launch themselves down the track.

The track itself consisted of a top section made up of rollers, allowing riders to gradually build up speed before the final two which acted more as jumps, then into a final jump which fired riders down a steep drop into a left hander where the track split in two. The outside line was the popular choice in qualifying, allowing less confident riders to scrub some speed before starting the bottom section, while the inside line provided a much faster but ultimately harder way round.

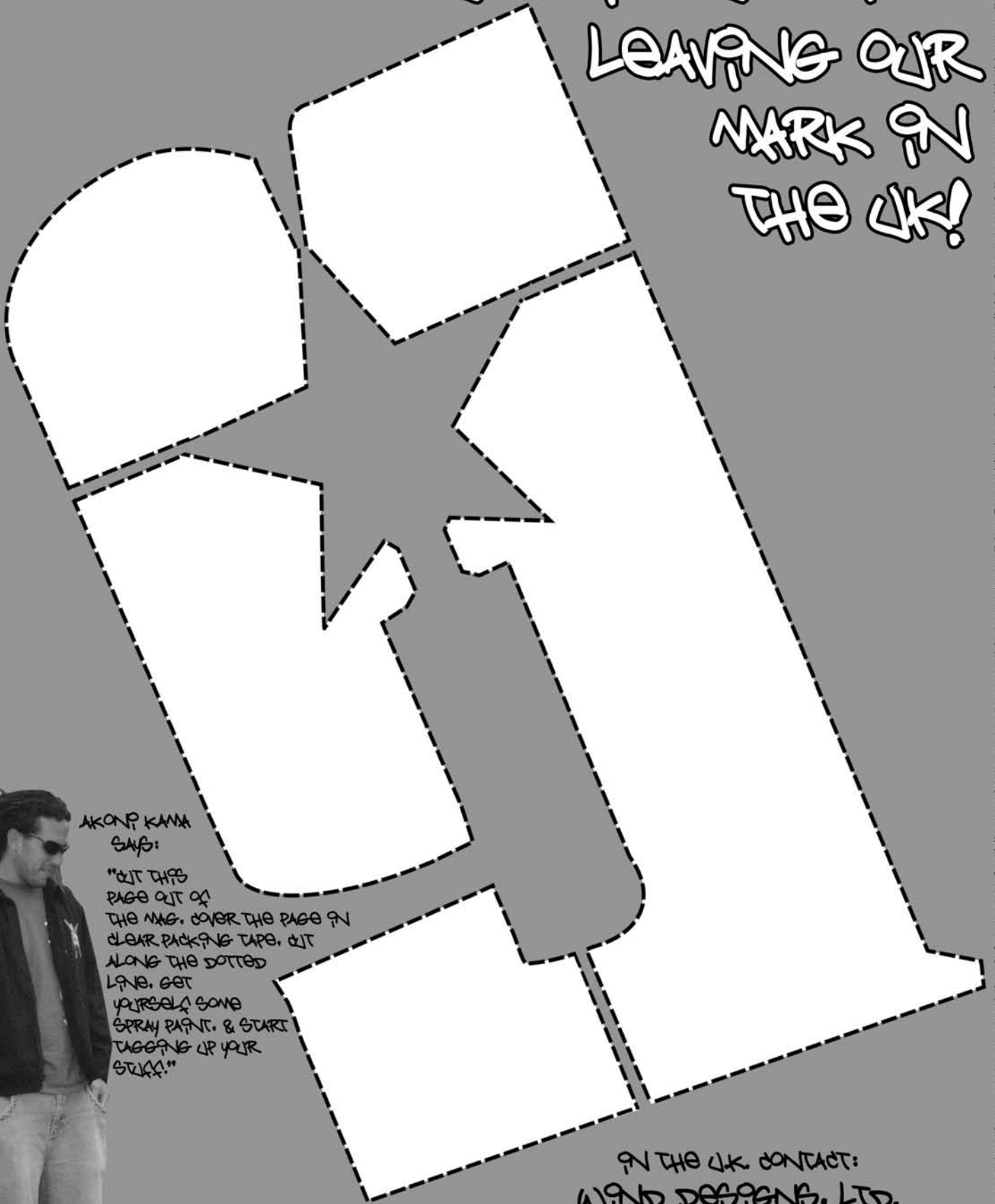
The track then reforms to one just in time for the double into the right hander, this saw multiple crashes and countless riders lost it here on qualifying, though far fewer collisions occurred here during racing than in the earlier parts of the track. Next up was a small roller before an easy left hander with an optional wall-ride (the wall-ride being the cause of many problems!), leading into a step up before a long straight. The track ended with a large double, which saw the faster riders getting huge airs, and the North's Paul (check out my Cypress Hill size goatee) Turner landing a 360 in Sundays Freestyle.



Get your

Riding pants on!

GROUND INDUSTRIES.
LEAVING OUR
MARK IN
THE UK!



AKONP KAMA
SAYS:

"CUT THIS
PAGE OUT OF
THE MAG. COVER THE PAGE IN
CLEAR PACKING TAPE. CUT
ALONG THE DOTTED
LINE. GET
YOURSELF SOME
SPRAY PAINT. & START
TAGGING UP YOUR
STREET!"



IN THE UK CONTACT:
WIND DESIGNS, LTD.
WWW.WIND-DESIGNS.COM
SALES@WIND-DESIGNS.COM
FOR YOUR LOCAL STOCKIST.

WWW.GROUNDINDUSTRIES.COM GREENVILLE, SOUTH CAROLINA, USA

By the end of practice people were taking the course at insane speeds and once qualifying began they seemed to get even faster, many people commented that the track was faster than 'the dreaded Haredown'.

The fastest run of the day was had by Tom Kirkman, storming down the track in 21.45 seconds! But he was closely followed, with over 50% of riders in the open and U18 categories managing 30 seconds or less.

The timing system worked well after the 'accident' at Round 1, and racing got underway smoothly. The BoarderX event saw some superb, professional riding, providing an excellent attraction for the numerous spectators lining the track. The track took no prisoners and the left hander where the track splits in two saw some huge crashes as riders piled into each other on what proved to be the fastest part of the course. Riders of all abilities found themselves coming last after leading for most of the race. Due to the track's design a more controlled style of riding, with carefully chosen lines, often brought a rider victory, rather than just going for flat out speed. Nevertheless, watching some people descend the track at such speed was scary, especially when crouched behind a berm trying to get that perfect photo.

The finals were all closely fought with all the riders really going for it, not too surprisingly however Tom Kirkman and Leon Robbins won the U18 and open categories respectively. The women's final was much closer, and a very exciting and action packed race saw Niki Forcast take the win. Tom Reese won the U14, after getting the fastest time in qualifying, and Andrew Ramsey took the Masters event.



Sunday saw the first really sunny day of the weekend and as temperatures rose the atmosphere was perfect for the Freestyle event. Unfortunately the three tabletops were fairly new and many riders were finding it difficult to get their tricks landed, even some of the top riders were struggling.

The course layout saw a few jumps at the top of the hill, leading up to a long kink rail which dropped sharply towards the lower section. The lower part of the course housed three tabletops, each increasing in size from its predecessor, and a battleship rail which doubled as the wall-ride. Running alongside all this was the BoarderX track which somewhat surprisingly saw its own fair share of freestyle.

The Open and Masters events however, were very different. The whole course was used and not just the slopestyle, but the BoarderX track too. In one of the most random events I have ever seen, it was impossible to know where somebody was going to drop in from next. People were using rails, berms, doubles, tabletops, and anything else they could ride over to provide a hugely entertaining competition. At one point a Comp 16 Pro deck was even offered to anybody who could 360 off the battleship rail. Leon Robbins eventually won the event by a full 8 points, but the most entertaining runs of the day were definitely courtesy of the guys playing with the rails. Some brilliant tricks were landed and the event was exciting to watch, again providing excellent viewing for the large crowd.

The freestyle event saw some excellent riding and when it came down to it riders put their doubts in the track aside and really went for it. The U18 event saw most riders going for the three tables, with few hitting the rails. Tom Kirkman scored a huge 27 with his last run, boardsliding the kink before going on to use the tables, but it wasn't enough to beat an awesome performance from Joe Dickson.

Richard Fisher was the winner of the U14s with some styled riding, and Niki Forcast made her second trip onto the winner's podium by giving the best performance in the Ladies. The masters was won by one of our own Scribe's Team Bad heavy weight - John Poole.

Round 2 saw some excellent riding, with some super fast BoarderX, and one of the most entertaining Freestyle comps I have seen. The standard of riding seems to increase with every event and this pays tribute to the dedication of riders, and the rate at which progression is taking place within the sport. Racing is getting faster, tricks are getting bigger, and the events are getting even better.

The atmosphere on Saturday night was buzzing with everyone getting well and truly into the party spirit. The entertainment was also top notch, with live bands, and even a pub in a tent.

Who'd have thought it, a pub in a tent? Mint Eh?



Words and Pictures by ATBoarders.com



The date was the 9th of July, and the weather was fine, damn fine as it turned out. I had managed to persuade some of the guys from the Watergate Bay Hotel Extreme academy, that what they wanted on this fine Saturday afternoon was to drive to the Big Sheep mountainboarding centre (or what is now The SW-mbc www.sw-mbc.co.uk), to partake in the viewing of what would hopefully turnout to be some good quality freestyle mountain boarding action.

My luck was in, and they all readily agreed, deciding it should be a kind of extreme staff outing, so loaded up with booze and all the rest, we took the works minibus and set off, me managing to scare the rest of the staff by insisting the best music to listen to on the way to such an event was some murderous sounding metal by the likes of Converge and JR Ewing. Not sure I won them round to my way of thinking, but I was entertained all the same.

The event, The 2005 Fat Face World Freestyle Championship was organised primarily by ATBMag. Now it needs to be said that in the past Scuz mountainboarding Zine and ATBMag haven't always seen eye to eye, us having been rather critical of the other at times, and the other not having appreciated the criticism (which wasn't particularly constructive it has to be said) particularly, fair enough, but for me criticism where its due, but also credit where its due. J from ATBmag is a character, but a hard working character, and I think that this time, ATBMag got it right. The big man appeared to be enjoying himself immensely, and the vibe under his microphone stewardship was just right.

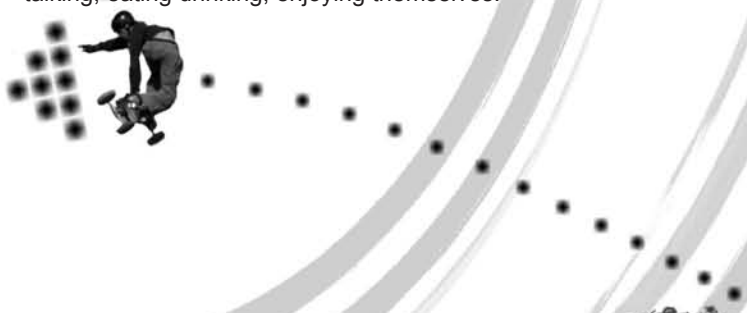
A major factor in the success of the event (at which there was a considerable amount of spectators from the local area, a few hundred say) was the weather, which completely spoilt the last World Freestyle championships in Western Supermare last year by being utterly freezing (or at least that spoilt it for me as I forgot my coat!), but this year it was fantastic. Hot, sunny, very few clouds and a light breeze. Nice.

While it was a shame that I couldn't arrive earlier to see the border X action, the main event was the freestyle, and what a main event it turned out to be. Tom Kirkman gives me chills. Big Time. I have never seen freestyle mountainboarding like it.

I won't run through what everyone was doing, as there were a lot of riders in the (although some faces were notably absent due to the NASS event being held on the same weekend at a different location) competition, but the standard was very high even in the preliminary rounds. The set up was hectic, a wooden run into an extremely serious first Jump, I don't know exact dimensions, but just check the size of the rider in the photo's in comparison to the kicker itself. F*cking huge (you'll note that I'm referring to the size of the kicker, not the rider). Not only was there the first enormous kicker to contend with, but just 2/3 metres after hitting the flat coming down from said monstrosity there was another kicker of similar dimensions to the main kicker at the Bolesworth Ride the Hill Centre in Chester, maybe a little shorter, but a bit higher and gnarlier, which could also be hipped. As I had come as a civilian, so as not to arouse undue interest from the event organisers, I managed to get a quick view down the run in, and believe me, to even try riding from the top with the intention of just running straight airs over the lot, it looked very intimidating. This set up was designed to separate the men from the boys. It nearly did.

The event was timed perfectly so that there were very few breaks in the riding, but a generally chilled and un-hectic pace throughout, up until the final at least.

Picture it, your sat on the hillside, the sun setting in a particularly attractive manner, causing a range of colours to blaze across the sky, a high up breeze blowing the clouds into little red wisps of flame, the evening is still fairly warm, the DJ is spinning super chilled hiphop, the smell of the countryside and the odd waft of good greenery occasionally tickles the nose and everywhere people are in little groups talking, eating drinking, enjoying themselves.



Jack Chew was going absolutely huge, bigger than I've ever seen before, which was upsetting because I was at one stage a little better than Chewy (although he'll deny it to the end!) but I now stand no chance. Ig Wilkinson was throwing huge backside three sixty's one after another on the two jumps, Kirkman was throwing backflips over the first, 540's over the second (yes, that is correct - a backflip and then straight into a five forty), Alex Downey's twisting flips are getting bigger and better all the time. J announces a short break and then...

The floodlights come on, final time. It's between three riders Tom Kirkman, Leon Robbins, and Alex Downey. These are the guys at the very top of their game, and mine, in the world.

Tom Kirkman gives me chills. Rodeo, over 30 foot of table top, to switch rodeo. That's all I'm going to say.

Of course Tom won, but the other tricks I saw were equally mind blowing. Leon Robbins executing a Rodeo over the second kicker, with so much precision and style it was awe inspiring. Like a shark was built by evolution to swim well, and swim just as well while asleep, watching the guys ride gave me the feeling that there is something genetically different about these guys, they have some kind of advantage over the rest of us. I have evidence to back this up. Mick Kirkman, who allowing for some minor variation as one must between siblings, is essentially of the same genetic make up as the World Champion himself. Mick Kirkman is around 8 years old, and around 4 foot tall, and was almost clearing the main table top. It was incredible, a huge great dirt kicker, a very small and slightly built young man, easily twice and maybe a bit more than his own head height out of the top of it. Mental. He didn't quite clear it all, but you could see the distress clearly in his dirt lined face. I'm sure he's cleared it by now.

FREE STYLE

This is what I meant when I said earlier that the kicker almost separated the men from the boys, it kind of nearly did. I'm starting to wonder just how big such a kicker would need to be, and if we'll see it in the UK. Maybe I'm throwing down a challenge to company's like Fat Face, and Animal, and other large corporate clothing companies who seem so desperately to want their name associated with big extreme sports events, come on then - put up your wads of cash so the scene can do better and better events and lets see just how far we can take this!

Sorry, err, getting a bit excited there, anyway...

When it came to the last jumps whether planned or spontaneous, the riders and organisers pulled a gem out of the bag for the very last run of the night.

Tired after riding in considerable Cornish summer heat for what will have been some considerable time, J announced that the last run would be a train, all three finalists (who are by all accounts quite close chums now, having been at the top of the UK freestyle scene for a few years now, Leon included, who seems to prefer spending his summers competing in the UK - how's that for a compliment? Both to J's events and the ATBA's) going one at a time (with less emphasis on the time bit) pulling their gnarliest tricks one after another, in unnatural floodlit conditions.

It looked brilliant, because it's sheer lunacy. Take any one of these guys and throw 'em up in the air on a mountainboard, and like a cat always lands on its feet, these guys will land wheels first, I would bet money on it. But take each one when by then they must have been very tired, and send them all off one straight after the other one, with each doing serious aeronautical manoeuvres, and the probability of something turning nasty goes up, a lot. Only with massive amounts of skill and confidence in ability can this be done, at all, and never can it be done safely, as its not a particularly safe endeavour, it hence requires also a level of trust, and a bond between the riders that can and will do it, even more so at this level, which just makes me love this sport all the more. I can't imagine any other sport in which such good relations between the top competitors endure. I hope it continues forever.

Sorry, more going off on a tangent again! Anyway, as utterly splendid as this all was, we were then also treated to a very expensive looking and thoroughly agreeable firework display.

Tom 1st
Leon 2nd
Alex Downey 3rd.

It was a right fair one, and sozzled, I said goodbye to the riders I could see (not many I can tell you), and trundled over to the van (via some Somerset Constabulary who had either come along because they were concerned we might be having a rave, or too much fun, or they were bored or even possibly closet freestyle appreciators. Feeling merry and at ease with myself, I remarked enthusiastically to them 'How good's mountainboarding!' the response wasn't unfriendly), feeling happy, awestruck, and not particularly ready for another day chambermaiding in a Hotel.

Words by Andy W. (Scuz)
Photos by Bobby Arnell and Andy Mathieson (Extreme Academy)

The English Open



Well after making the 4 hour trip down to the SWMBC it was nice to get a bit of racing in to fill time up before the fantastic spectacle that was the Fat Face world freestyle championships. The track took the same line down the hill as that used for the ATBA round last season but had seen some extensive mods. The first straight remained the same, down the start ramp and into five large rollers before a small step up jump before you hit a high and tight 90 degree right hand berm, no tight inside lines this year, out the berm straight into a small double and straight into another high berm sweeping left into a big double which everyone was pumping. Immediately after this you shot at a roller just before a step up to table to step down affair, then into a double berm, inside line the fastest in my opinion, then onto a jumpable double before sweeping left at high velocity towards a bomb hole to large double which some were jumping, before rocketing round the sweeping right into the three tight rollers and the finish line kicker.



An excellent course which was loads of fun to ride, good speed and loads of jumping. It was however very narrow and the 4 up racing was very tight with overtaking almost impossible on large sections, this provided some very tight, interesting and exciting racing. The racing had a decidedly old school feel to it with around 100 competitors taking part, numbers written on hands, faces, arms or anywhere else the riders had available, all very chilled. Riders had three digitally timed runs each (nice one Joe) to seed them for their categories, before moving on to the usual knock outs. Loads of good racing with some new faces, some of whom were from other countries over for the world freestyle champs. Rosie Wilson won the girls, Tom Kirkman won the open, and the rest I cant remember coz it was so hot the sun fried my brain. All in all a top course, with some nice chilled racing if a little disorganised at times, but everyone had fun, which was, lets face it, what we were all on the hill for.

Words by Paul B.



freshAIR

Mountainboarding, breathtaking sport, different way of life



Looking for places to ride and folks to ride with then check out our SuperBole (Cheshire), KMC (Derbyshire) and XBP (Surrey) mountainboard centres.

Dates not to miss

8-10th July: National Adventure Sports Show (NASS) featuring the Ride the Hill Freestyle Park

2-4th September: ATBA UK Series Final and ATB Mag World Series Event, SuperBole Mountainboard Centre



www.ridethehill.com 01453 519113

STATE OF MIND

You're standing on your board and the hillside is dropping away in front of you ominously. Is it ominous or do you know that you can ride it? That first trick or boarder cross competition, are you chomping like a racehorse in the stalls or screaming like a trapped bee? Adrenalin is no doubt pumping round your system whatever the conscious emotion is and it'll be raising your heart rate, drying your mouth, making your legs shake or your hands clammy, even if it's not your first time.

I've been wondering what's the secret to having a grip on nerves in the ATB scene. I hoped the noSno guys would provide me the answer but they're a pretty fearless bunch as you probably know! So I looked into psychology research and other sporting areas for information on confidence and fear, I asked all-terrain boarders for their opinions and experiences and then jumbled it all together to see what came out. One of the key points to emerge, with regard to coping with anything, is being confident in your skills and the best way to be confident is to practice. Riding through the same moves, familiarising yourself with all possible situations that could occur and mentally noting what moves you had to make with your body imprints the necessary actions on your unconscious brain and gives you positivity, (so for every fall you take you have to make sure there are thirty times when you did the same thing without falling). Get to a foam pit or trampoline to run through the moves safely. It even helps to do it in your head, mad as that sounds but what a great excuse to daydream about boarding! Advice from the martial arts scene and old skate mags is to imagine the perfect line or trick, see exactly what each limb, finger, foot and eye has to be doing to achieve it and be completely focused. When you do this, neurons actually fire to those parts of the body and it builds up the route to getting it right. Exposing yourself to nerves is key to getting a grip on them. As Team BAD's Beiran Stelzer-Martlew says, "The first (event) is always the worst." The more you experience the feelings and actions, the better equipped you are to cope with them whether you're taking a driving test, giving a speech in front of a crowd or making a difficult phone call to the boss.

Last time I had concussion it was interesting that I hoped my lack of memory of the incident would mean not fearing the jump over which I'd crashed and burned. Not sure where I got that dumb idea from. At the time, sense prevented me from getting 'back on the horse' straight after the fall to do the jump again but no, neither memory loss nor wishful thinking could stop a few nerves next time. A small amount of nerves can heighten the brain's activity though, helping things like memory and perception plus the body pumps chemicals that increase blood flow and oxygen to your brain and muscles. This makes your blood clot faster, ready to repair any injury you might sustain, which all sounds damn useful. Shockingly, news reports told of some of the competitors in the 2004 Para-Olympics intentionally hurting their paralysed limbs (one smashed his foot with a hammer - unbelievable!). They did this just before an event to increase their heart rate and give their performance that extra edge. Fear, like pain, makes you more alert. It's a grimy gremlin that sits on your board, gripped to your ankles, picking it's nose and every now and then it shakes your leg to test you. Anxiety can work in our favor to some degree yet can hinder our performance if we let it rule us. "If you get too anxious... you get too rigid. You need to be relaxed and have fluid movement to ride well," says Paul Onions. Besides this, nerves eat away at our energy reserves and affect stomach activity, the respiratory system, skin and immune system so.... let it take you over and you're toast; harness it and you're away.

Before any event you've got to concentrate on what it is that's filling you with fear - the course/the jump/the drop-off - it's all-important to what you'll achieve and you need to focus on it before doing it - in order to prepare, yet an aide to managing worry, apparently, is to not care too much. Hmmmm. It's important to enjoy the competitions, "it's better to lose and have fun than win and not have a good time." Wise words from Nancy Ng., after all, this is not a future-deciding exam. Scuz's own Andy says "not enough anxiety is either arrogance or lack of concentration, too much can mean lack of confidence in ability which can be deadly. You have to want it." So, want it, focus, enjoy and try not to care too much.

As far back as human existence goes, encounters with fear have helped preserve us (and SCUZ are strong members of the self-preservation society). Right back to neandathal times, our unconscious minds have always stored experiences and their details to give us instinctive reactions when those situations repeat. If you were out riding some rocky drop offs, say, just past the mammoths grazing area and came across a grizzly bear by some caves, say, and had a close encounter of the ungracious kind and got away with your board in one piece, well you would expect that next time you approached the rocky caves, that you'd have all the sensations we relate to fear - tensing for confrontation - and feeling the need to get out of there, fast. Fight or flight, a seriously helpful instinct. Well it's the usual conclusion.

Most boarders feel that fear goes with the territory. There are some who are old hats at racing but at the start of a freestyle event or competition race every rider in the starting gate is feeling the effects of anxiety or apprehension, some just hide it better. Riders I asked, such as Pete Tateham (he of noFear), spend those moments in the starting gates focusing on the line they're going to take or concentrating on strapping into bindings, getting out of the start gates well and the race announcement, basically dealing with the task ahead and concentrating their mind on what's about to happen rather than what could happen.

Listening to horror stories where people stacked on their practice runs or how they injured themselves out free-riding the week before (why do we love all that?!)... it's not ideal before a race, not really. It's like scary stories (of grizzly bears for example) round the camp fire before spending the night out under the stars with nature in the big, dark outdoors - it adds an edge. Maybe that pushes some people though. Paul Hogan of Team North says "it's the fact that I know I'll be pushing myself, keeping going where I would have slid in practice, the danger. There is something that pushes me in danger." Nancy Ng admits a little nerves in the start gates makes her more likely to race harder, yet as a woman racing against men sometimes, she carries the added worry that the physical size difference of riders can be foreboding.

Your Mind?

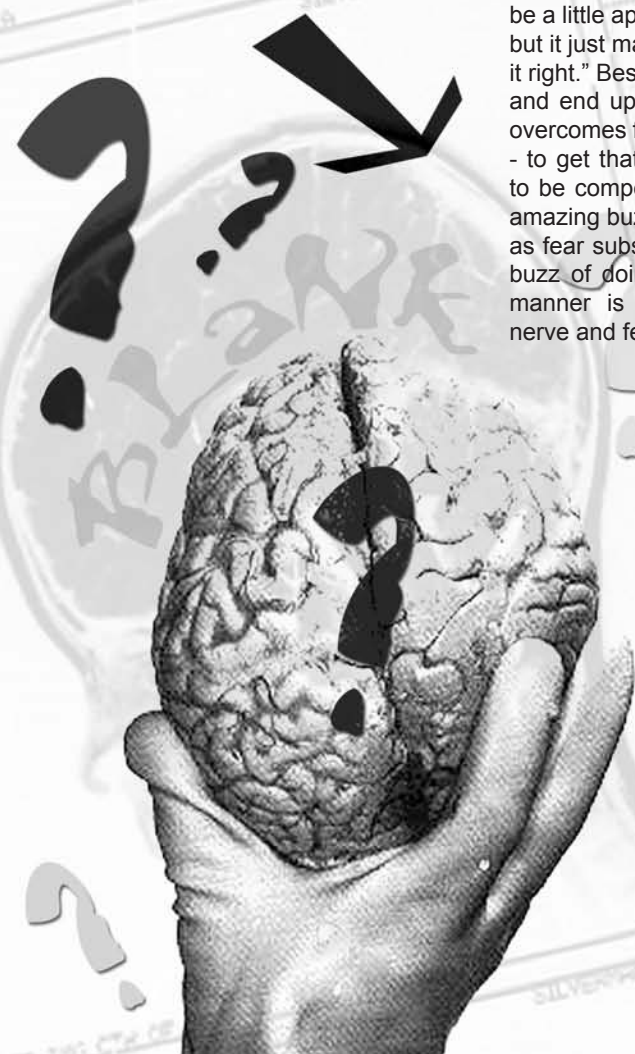


How Does it Work?



Having the natural fear of injury seems forefront in a number (nearly all that I asked) of boarder's minds, especially in multiple racing. Most block out horror stories, self-inflicted or otherwise, and aim to push the ride, regardless of the risk of stacking and bleeding into the dirt. Getting on with it seems favorable. We have to overcome nerves if we don't want to be stunted. Outside of the sport it applies too. When I was at college, I was shocked to chat to a man in his thirties who hadn't asked a woman out on a date for over ten years because the last time he did the woman (the bitch) laughed at him, saying he must be joking. It's hard for our confidence to recover from some setbacks but if we don't bite the bullet we never taste the glory. Some, like Liz Harris, are spurred on despite setback, "After any fall I tend to be a little apprehensive on the next few runs but it just makes me more determined to get it right." Besides those that allow fear to rule and end up selling their board, every rider overcomes fear whatever the riding situation - to get that new thing nailed, to take part, to be competitive and obviously to get that amazing buzz which comes rushing through as fear subsides and success prevails. The buzz of doing it. Learning to board in any manner is definitely learning to conquer nerve and fear.

We're lucky in our sport that once the wheels are moving, we focus mostly on the ground ahead. "As soon as you drop in all pain and senses, (barring eyesight) go and you just concentrate on getting down that hill with no injuries and in 1st or 2nd place," says Beiran Stelzer-Martlew. In multiple racing, there is the possibility of instinctual bailing when collision seems imminent but otherwise it's gung-ho all the way, quite intensely so. What about trying new things? There's a shot in the game of pool occasionally called Hit n Hope, a shot at nothing really, yet it's sometimes a shot that pots balls. In boarding, we have to hit n hope too in a way - hit the slopes or ramp and hope it will be okay. Hope we do what we've got to do. And do it precisely. Usually, we hit the slopes looking forward to it being amazing because we're confident in our skills. It's when you want to push yourself and you risk injury or are fresh out after recovery from an injury that you need to just believe it will be okay. That the ground won't break you. That the ride will take you onto a new dimension of riding. Paul Hogan of Team North says it well "It feels good to step up to the challenge so I just tell myself to get it done and hope." I think we can all relate when Kat Onions says "maybe once or twice I'll drop in then bottle it but once I've had a go and didn't hurt myself it doesn't seem so bad." And it's not all about new tricks - a change of board or free-ride location can keep things fresh. Beiran Stelzer-Martlew "loves trying to go faster down well known tracks and the usual free-ride challenges against Steve Birkbeck." Keep that leg-yanking gremlin on his toes, eh?



When I asked riders how they felt about taking on new challenges, most replied that it makes them nervous, excited and scared. Almost all without exception have had riding related injuries and so have combated nerves to ride again. How many of us are just loving that fear-laden adrenaline kick? I know for me, spectating boarding of a level similar or slightly above my own is like watching a game of pool - it makes me itch to do it. When my riding's sweet and smooth and my confidence is up, I'll be running up the hill to get to it. Watching the pro's pull gravity-defying tricks at cloud height with steaming speed, well.... that just has me sitting in smiley-faced awe!

Coping with nerves, Andy Watson of MEBA tells his team "Don't worry, it's ONLY dirt! Who ever died from mountain boarding?!" His logical advice also includes eating healthily and getting good nights sleep in the run up to competitions. Oh, plus avoiding overindulgence in alcohol the night before. (It doesn't make the gremlins go away!) And think about anything that might make our boarding nerves seem trivial? Kat Onions suggests that "being held at gunpoint might be quite worrying!"

When you're up the top of that boarder cross course amongst the sea of boards and race shirts in that pre-race arena of nerves, where riders are pacing, stretching, bouncing on their board or tweaking nuts and bolts, easing stress or being thoughtful, maybe going over the practice rides in their head to prepare... the atmosphere is wholly pregnant. Some riders talk at the track side, distracting from negative thoughts or getting feedback on an area of the course causing difficulty or gauging a winning line. It's a tense place for me simply to be there amongst it... and even contemplating that ever being me, waiting to race, gets my pulse storming so hard it's got it's own current. But that's just me. I'll ride it when no-one's looking.

Are the nerves worth the end result? Kat concluded "I think whatever is big in your life at the time seems worse than what has gone on, but by the time you've finished your run you're so pleased to have made it down in one piece you wonder what all the fuss was about." As gratifying as kicking a grimy gremlin off your leg then? I've heard of boarders trying competition and being so bitten by the bug that they compete in every event they can get to. Paul Hogan puts it well when he said, "In a race I go to a place inside I don't normally go. It feels good." That's it then maybe? Everyone has a place they go with boarding which feels good: enjoying the thrill of a new skill, the competitive edge, tasting danger, chasing speed or reveling in personal achievement, whatever nerves we have to overcome, whatever time we have to take off from our daily commitments to recoup and then work back to get where we were in our riding, every boarder rides again because it's worth it for the feeling inside, the good place we go when it all comes together beautifully.



Nuts?

Your
little
Ends
Brain
Here!

Thanks to Paul Onions (ATB Shop, ATB Sports, UFO and Dangerous Brothers), Kat Onions (ATBShop, UFO and Dangerous Brothers), Andy Walker (Scuz, Team North), Beiran Stelzer-Martlew (MBS Maxtrack, Team BAD, Green Man, Vision), Pete Tateham (noSno), Paul Hogan (Team North), Nancy Ng (MBS Mountainboards, Dirt-heads Mountainboarding, Ironclad Gloves, Shred Ready Helmets, Faith Riding Company) A.J. Lawson, Paul Butler (Exit), Andy Price, Liz Harris, Andy Watson (MEBA), Nikki Wainwright (noSno, Team Pirate), Leon Dove (MBS, Team Pirate), Joe Jones (LARD, ATBA) and all those who gave me their time, views and advice on combatting nerves.

Words by Pam Hill.



Technical Safety Partners
www.adrenalinx.com



Pete Tatham



Dave Tatham



Andy Potter



Chris McCarthy



Jack Herriman



noSno Off-Road Boards is owned and managed by top UK riders Pete and Dave Tatham who have been designing advanced off-road boards since 1992.

Using hi-tech aluminium, alloys and composites, boards are developed in noSno's dedicated workshops and manufactured by specialist engineers in the UK.

Passionate about riding and design, noSno continue to develop the most advanced freeride and downhill boards on the market.

a new
search >>>



noSno workshops: E:workshops@nosno.com T:01242 515513
For dealer and trade enquiries: E:nosno@tkcsales.co.uk T:0870 870 0150

www.nosno.com

NEW FRIENDS, CORNWALL, AND IDLESS WOODS!



NEW FRIENDS, CORNWALL, AND IDLESS WOODS

On Tuesday, the 22nd of June, I received a much needed day off from work (which currently consists of cleaning hotel rooms and their toilets – lovely!), and with fellow Scuz compadre Paul B having a holiday just further up the coast at Barnstable, a few phone calls and we were set for a days free-riding at a spot that is and has been featured for a while on our very own spot guide, but one that is just too far to travel to when living at the other end of the country – Idless Woods.

DIRECTIONS

Head Into the centre of Truro, and you will come to a main roundabout. You will need to head back out of town on a road off the roundabout that has a Halfords on it, just a Halfords though, if you see a Halfords and then Marks and Spencer, you're going the wrong way, go back to the roundabout and take the next one. After this you follow the road, straight over one roundabout, under a viaduct, then take a right hand turn (which is signposted Idless) about 100 metres after the via duct. After this just follow the road round as it directs you into Idless and you will eventually come to a carpark. You're there, get out, breathe in the smell of the woods, and head straight up the fire track to the top for your warm up run (it's not very steep, so pump you're tyres up).

NEW FRIENDS

The extreme academy at the Watergate Bay Hotel might have a crap name, but its staffed with quality lads, and when the arrangements were being made for the little journey, I managed to grab a few of the boys and tell em what we were up. Tim is the manager of the whole academy, and joined us during his rota'd day off, while the other two guys, Andy and Ian, Manager/instructor and instructor respectively of the small Watergate Bay centre, managed to put down the day's work on their time sheets as personal development, the lucky pair of bitches!

This made five of us altogether, not quite the mammoth free-riding sessions of the Bristolian crew, but having spoken to the Apollo 11 crew just days before, I was too late, they were fully booked up and couldn't make the session. Watch this space though, as I will not give up on trying to get a thorough introduction to the local riding scene.

So after a warm up run down the fire track (not that a warm up was particularly needed in these Cornish summer temperatures) the first run we spotted was just straight up into the woods from the carpark, a couple of good little lines down paths cut into the deciduous woodland, dropping down into a tree stump jump, then straight into a right hander and slow down.

All good so far, although Andy from the centre give his wrist a bit a bit of a spank on a tree, and had to gaffer tape it up. Thank Capitalism for Gaffer tape eh? Maybe.



THE MEADOW

Next run I have dubbed (most likely incorrectly!) the Meadow. At the bottom of the last run is the car park, and towards the road on which we drove in were located another small car park and a gate with a forestry commission sign stating 'No riding without permit' (yeah right!) through it and about 700 metres further down, a path coming down from the right goes down and off to the left. Head up the path on the right, and you are walking through a small tree lined area of grass with the numerous flora some of which is native to Cornwall only and really quite pretty, until you get to the top and you're in the woods again. You can walk it a bit further back for extra length, until you get to a fallen tree.

Start here, and at first you can't see the board under the undergrowth, just do you're best until you can see, then hop over the various stumps, lumps and bumps as best you can, picking up speed into an off camber right hander, which slows you right down, and then head into the meadow. Stay on the path for full speed ahead gnarliness, or use the longer grass to slow you down, as you get nearer the bottom, the opportunity for loosing speed is removed, and you then speed up quickly as the ground drop away to the left, then fast as a heard of hunted antelope, straight over the path you walked in on, and dropping away further to the right. An intermediate to advanced run easily, intermediate if you use any of the longer grass in the meadow to slow you down, or fully advanced if you don't. Wicked run.

THE GULLEY

Mental as fuck (haven't even done it yet!). After finishing you're session at the Meadow, head back to the car park (you'll probably need a drink by now anyway!) and head off up the first fire track you came to and keep going until you see it, on the left as you go up, you'll know it when you see it. I think its been featured in ATBMag once, and its basically a very thin line down a very gnarled rutted little drop. No one stepped up as we were getting knackered by the time we found it, but I'll have some of it next time! Just to the left of this though is an area that looks to have been used by bikers, a series of lines flow down through the trees, with various features to sort you out, logs to jump, trees to dodge, jumps to go over (some of which need a bit of work), and a tree stump at the bottom which chomped both myself and Ian from the academy, much to the annoyance of us both.

The Extreme Academy centre is a purely teaching type place, great for the kids whose parents stay at the Hotel to have a go, but not good for much else, so I was looking forward to seeing whether or not the guys working at the centre could step up to some UK standard Free-riding. They did in style, though not without the trees giving one member of the crew a bit of a telling off.

Well done to us, the guys from the extreme Academy, and hope the wrist gets better soon Andy!

Nice one.

By the way anyone wanting to go to Idless should be able to find the runs themselves fairly easily as they aren't too hidden, but Scuz advise always riding with a friend, and wearing full padding at this rather hardcore spot. There is also a lot more there than is just mentioned here, so more updates on the spot are likely, either in the zine or the site, why not check both out!

Words by Scuz Andy

Photo's by Extreme Academy Andy.

Check out www.hill62.com today

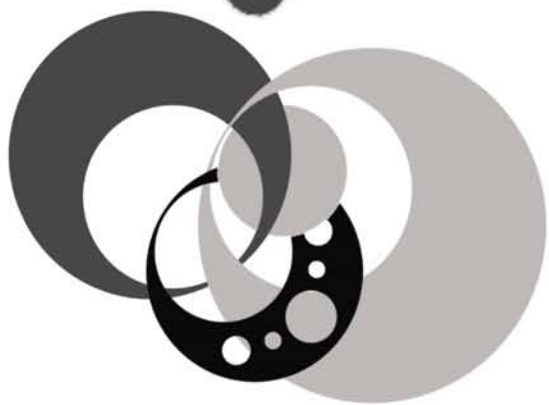
Nothing else matters
hill62apparel//riding//boards//equipment

hill62 the all-original mountain
boarding company from somewhere in
the depths of the Chilterns.

Announces 2005 clothing in stock now
plus 2005/6 boards arriving soon!

www.hill62.com 0044 7785 771827 info@hill62.com

hill62



How to Build a Successful Progressive Alliance

At the Dirksen Senate Office Building this Tuesday, a pack of reporters followed George Galloway, Respect Coalition Minister of Parliament for Bethnal Green, London, before and after his testimony at the Government Committee on Investigations.

He had offered to go before the committee to clear his name. His electrifying testimony and subsequent cross-examination - by senators Coleman and Levin as well as by a gathering of broadcast reporters from the U.S. and Europe - has been aptly described by many progressive reporters.

Sadly, few of the reporters gathered that day asked Galloway about his newsworthy victory as a Respect candidate in the seat of Bethnal Green, a seat of immigrants and working class people in east London. What's more, the progressive reports of Tuesday's hearing have largely focused on his refutation of the charges and rhetorical prowess, not his historic success as a Respect candidate.

We caught up with Galloway and his team at Union Station, in a restaurant on a circular platform towering above the busy station. As he puffed a cigar, we asked him about the victory of Respect and its applicability to the problems faced by American activists.

Foreword:

After a couple of issue without a political article, it was decided the feature should continue, because we think it's important to know about this sort of stuff!

So when trawling the net recently and coming across an interview with a firebrand ex-labour MP who has recently set up his own working class/ethnic minority representing party, had success in an inner London seat with that party, and recently been the subject of front page news across the English speaking and wider Western World having offered to go before a senate committee to clear his name regarding charges that a charity he had set up was allocated large amounts of oil by the former Iraqi regime, we decided to reprint it.

George Galloway became a hero of mine during the anti-war campaign, standing up in the commons during prime ministers questions to Brand Tony Blair and GW Bush 'Wolves' (an outburst that would bring about his expulsion from the labour party after 35 years involvement), and when accused by both the UK and US administrations of involvement with the Iraqi regime and oil allocations, I felt my faith in the man rocked hard. I hold most politicians in fairly low regard, but Galloway seemed to stand in parliament and ask the questions and say the things that needed saying, and I didn't really want to believe that his involvement in the anti-war movement was entirely down to personal gain (although I would expect little more from most politicians). So when he went to court accusing a series of newspapers (owned mostly by media tycoon and w*inker Rupert Murdoch) of slander, and coming away with quite hefty sums of money for the benefit, my faith in the man was restored.

The following is an interview conducted by Essa Sassaman and Tom Nagy, a freelance journalist / Palestine solidarity activist and anti sanctions / anti imperialist writer.

Words by Scuz Andy W.



www.

A T - Borders

.com

All the action 1st.



Free membership.
Free video download.
Free photo gallery.



No war on Iraq, freedom for Palestine.

Esther Sassaman: The questions I'm going to ask you are basically a totally different ball of wax from what others have asked today. These are organizing questions, because you just won the holy grail recently in Bethnal Green. We need help from you guys.

George Galloway: Oh yeah, definitely.

ES : Respect is an innovative alliance between Muslim and socialist forces. Why was it instituted and why was it successful, especially in Bethnal Green?

GG: Well, I have been quite central to the development so I guess I'm well placed as anyone to comment on it. I have long felt the things that divide us, the left and the Muslim community, were much less important than the things which united us. That's not to say the things are not important, just that they're much less important than the things that divided us. I have felt that one of the reasons why in places like France the Muslims were impotent and weak, and the left was impotent and weak, was because no fusion existed between them. Not even a fringe seemed to link them - over time, really dating back to the role of religion in the time of the French Revolution. Well, the role of religion has changed since the French Revolution. And nowadays most religious people are on the same side as most progressive people on these really core issues of war, peace and exploitation and the domination one by another, Zionism, the war, and so on.

So I've long felt that this alliance could be built -- in the Stop the War movement, in which I was one of the leaders, which was really a precursor of Respect, we achieved that. We had people under the same roof, people marching in the same demonstrations. We had Trotskyists, Stalinists, social democrats, liberals, Jews, Muslims, Christians, people of all kinds, who united around the basic demands of our movement, which were:

And out of that experience was born Respect. And everyone thought that it would be an unholy alliance, But actually it has worked incredibly well. We not only won a seat, coming from nowhere, one of the most historic results in British political history, but we came second in three others, and we were third in another, and fourth in four seats. Four of the ten best results of the night were scored by us.

All over east London, and in the center of Birmingham, where the poor people live, where the immigrant people live, where students live, we showed that we are the real challengers of New Labour, except where we beat them. And that alliance is holding fast.

And I commend it to other countries. You can't transfer one political model all around the world - heaven knows the left's made mistakes along that line - long before us. But basic truth, seeking unity of those forces that are against war, imperialism, occupation and globalization must be there. And if that means that you have your view on abortion and I have mine, then I think that's a price worth paying.

ES: That moves me onto the next question - which is, you know, as an American, a little bit of a selfish question, but very useful to us - You already said that such an alliance can prosper in the US. My question is - how? One of the main problems we have here as progressive Muslim and non-Muslim activists in the US is we have trouble mobilizing the larger Muslim community due to an atmosphere of fear after September 11th. How - how do we overcome that?

GG: Well, it's understandable, and at the beginning you will only be able to mobilize the most courageous and the best established. There's a clear difference between someone who - whose "jacket is here on a

shaky nail" as we say, and someone who was born here, of Muslim extraction. That person is likely to be more courageous in facing up to the prevailing atmosphere - than someone who has just arrived or thinks that that they might be just a transient here. But of course the local population is, more and more, the second generation population. And that's where I'd start. I'd start with the most politically advanced of the older generation and I'd start targeting the younger generation. And say to them: politics can change things. Democracy can change things. The extremists the Salafids, they argue that voting is haraam, that elections are haraam, that working with what they call the kufr, the unbelievers, is haraam. We say, no, it's vital. And, it works. And Bethnal Green is a good example of it.

ES: These questions to follow are more about the political culture problems we have here in the US.

Tom Nagy: The problem we have here in the US is that the right wing - on media, communications skills, and finances - is so far ahead of the progressives. Like, Esther and I were only two of the small number of progressive people here to cover the hearing.

ES: And the only two [progressives] from the United States, I believe.

TN: Do you have any suggestions for us? It's a problem throughout the United States.

ES: How do we catch up?

TN: They've got a thirty year advantage, all the institutions.

ES: The think tanks, the newspapers...

GG: But, the Muslim community here is a very substantial one, and it's very prosperous. And it must be fought for with assiduous work. If I can help in any way I'll try to, -- to tap the kinds of fund raising that would allow you to get started with a project. I've been in three taxi cabs since I've been here. All of them were driven by Muslims. All of them recognized me immediately. And all of them were huge supporters of everything I stand for. Eh, extraordinary! And really encouraging. Two Pakistanis and one Afghan. And that's before you even touch the Arab-American community, which is likely to be better-established and even more prosperous. So I think that it's important that this get started. Maybe I'll come and do something, some speaking around the United States.

TN: That would be great.

ES: On a tangent I do know these folks in Cleveland that would be overjoyed to host and hear you, I'll get contact info to your folks.

GG: Thank you

ES: I'm going to ask the epistemology question - epistemology, for the people who may not know that fifty cent word that are reading this, is the science of knowing - what kind of theory of knowledge is out there. And it's my personal belief that the Republican Party and to a larger and larger extent, the Democratic Party - is inventing its own epistemology. Basically, instead of having a rigorous investigation of facts, for example at your hearing today, they just make an assertion. And because they say it in this vertically integrated media machine, it's true! And the problem is, if that epistemology spreads across the United States, then we have a huge disadvantage because even the facts won't save us if they can invent their own facts, How do we fight that?

GG: Well that's a brilliantly formed question.

ES: Thank you.

GG: I have no easy answer to it. Beyond - nobody ever said it would be easy. We are, in our two countries, fighting against an imperialist monster...that thinks nothing of massacring large numbers of people. And this is Jack London's Iron Heel. And it may be that in my lifetime, Tom's lifetime, I hope not in yours - that we do not break through. We may move forward. We may merely stop them from pushing us back as far as they might have done if we weren't here. But we have a duty

to try. What else are we here for, but to fight for the truth and fight for justice? In the end, if we're talking about epistemology, all we're asking for is justice! Justice - We believe in a society of justice in the world. Justice for the Palestinians and justice for everybody. That's all we're asking for. Now, there are a number of constituencies who are predisposed, if stripped of anything that gets in the way, predisposed to the idea of justice. And religious people, many religious people, are amongst those. I think of the Cardinal Archbishop of Detroit. who came to Baghdad a couple of times.... The Roman Catholic Church - I speak as a Catholic - the Roman Catholic Church, even in right wing countries like this, is seeded closely with ideals of justice. Black churches, black Christians, must be open to the ideals of justice.

ES: Yeah I sing in a Baptist gospel choir.

GG: All right, you'll know that then. And the Muslim community, however many millions it is in America, is definitely predisposed towards justice - both because Islam expounds the idea of justice, in a very powerful way, more powerful actually than the other religions, and because most of the people suffering injustice in the world on the international level are Muslims. You can speak to Kashmiris about injustice very easily. You can speak to Arab-Americans about injustice very easily.

ES: But there's often been a problem spreading that outside of their national interests. How do you purport to overcome that? That's something definitely that we've got to work on here.

GG: Yeah. I think that the task is to demonstrate that this injustice is a system. It's not an accident, it's a system. And the system requires that injustice. Injustice is its currency. People ask me, in mosques and so on, why are Muslims hated so much by the powerful governments? And I say, 'You don't have to be a Muslim to be hated.' Cuba is hated. Second, they [the US] quite like the Saudi royal family, and they pray five times a day. What they hate is the command in Islam that the believer must hate injustice and must struggle against it and must refuse tyranny. And, that these people are the tyrants. And their currency is injustice. Inevitably, that puts them on a collision course with Islam - with genuine believers in Islam. So, it is possible to generalize from the specific. There are some specifics that are more specific than others. For example, an Egyptian is equally outraged about what happens in Palestine as a Palestinian. A Kashmiri might not be so quickly and totally able to pass their feelings about one to another. But it's definitely not beyond us to try and to make progress.

ES: One example of that would be in Iran, which is a really good example of non-Arabs, Persians in this case, having a strong solidarity with Palestine and the people of Palestine.

GG: There are no Shi'ites in Palestine.

ES: Right.

GG: None at all.

ES: Yeah.

GG: But the people of Iran are deeply committed to the Palestinian cause.

ES: So that's a good sign.

GG: Yeah, after the revolution they took over the Israeli embassy and gave it to the PLO! Alhamdulillah! And, they called the street in which the British Embassy was in Bobby Sands Boulevard!

TN: Wow, that's real solidarity.

ES: And that sort of thing really has a cultural currency, and these symbolic gestures really spread all over the world.

GG: Sure they do.

ES: And that's something that we on the left really need to catch up on. The right is really dominating the field.

GG: I think - talking as a leftist, to leftists - let me say, the first hang up we have to get over is that somehow religion is a reactionary thing.

ES: Hear, hear.

GG: Whether you believe in God or not, it can hardly be a bad thing that people want to live their lives by a value system of peace, which is what in the end religion is. Religions say, don't harm other people. Treat people as you would wish to be treated. Don't steal. Don't kill people. And so on and so on. Well there's nothing wrong with that. Even if you don't believe in God there's nothing wrong with that. And a person who sincerely believes that sort of thing is the kind of person that can be won to a broader progressive agenda.

Esther Sassaman is a freelance journalist and Palestine solidarity activist. Tom Nagy is a anti-sanctions and anti-imperialist activist and writer.

SUBSCRIBE TO **scuz**

With the winter months approaching us, and the season drawing to a close many of you will be wondering how you can get hold of your beloved Scuz zines, what with centres closing for the winter and the lack of any races during the winter months. Well fear not, we have got of our arses here at Scuz mansion and sorted a few things out. You should now be able to get hold of Scuz for free from any shop that sells mountain board kit. Hassle the shop to get some in, if they don't already have the zine, all they have to do is call their kit suppliers and ask them to send them some.

Or for the small price of £5 you could subscribe to Scuz and we'll send you the next 4 zines we produce direct to your door, hot off the press. Hey presto, quality reading material that you don't have to leave the house for. Fill out the form below and send it with your cheque (or cash) for a fiver payable to 'Scuz mountainboarding zine' to the address below and we'll hook you up.

Name:

Address:

.....

.....

Postcode:

Contact Tel No:

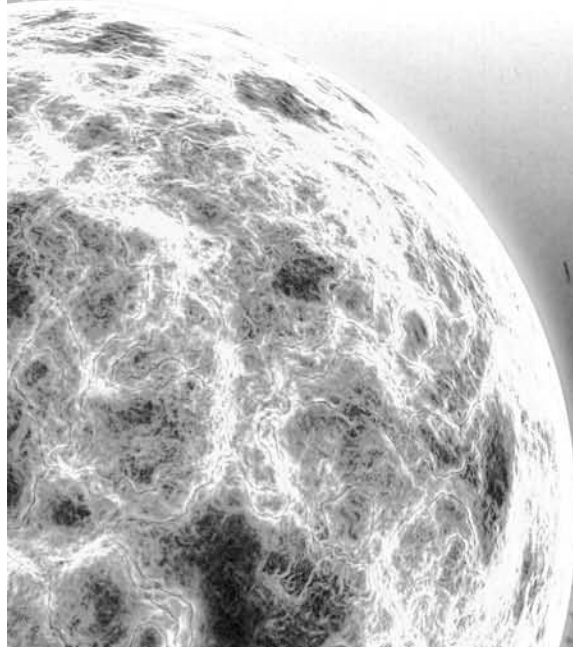
E-mail :

(Don't worry, we at scuz hate junk mail etc as much as you do, plus we're not money grabbing scum, so all your details will remain confidential and will not be passed on to any third parties or sold to them for vast sums of money)

Cheques payable to:
Scuz Mountainboarding zine

Send to:
Scuz
Cardigan Centre
145 - 149 Cardigan Rd
Leeds
LS6 1LJ

NOW



ALL TERRAIN BOARDING ASSOCIATION

The ATBA is the governing body of the sport of All Terrain Boarding also known as mountain boarding and off road boarding. The UK branch of the ATBA has been running since 1997. With the increased popularity of the sport, the ATBA-UK is now a Limited non-profit charitable organisation, ATBA-UK Ltd. This is to make sure no one can make millions out of the association in years to come - the riders must come first!

THE AIMS OF THE ATBA-UK ARE:

The ATBA-UK is a non-profit making organisation to provide the recognised forum to represent and promote the sport in the UK by:

1. Putting riders interests first.
2. Promote safety.
3. Sanctioning events
4. Providing training.
5. Communicating our actions and decisions to members.
6. Sourcing funding for the above.

MEMBERSHIP BENEFITS:

- ATBA-UK membership card and stickers.
- Discount exclusive insurance for riders, including Personal Injury and Third Party Liability to cover wherever you ride.
- 1/3 off entrance fees to ATBA-UK British Championships.
- Discounts for family memberships.
- Discounts for riding at participating centres across the UK.
- Newsletter throughout the year.
- Specialist advice for members.
- An opportunity to voice and vote for the future of the sport.
- The opportunity to represent and aid the sport in the UK.

This is some info about the ATBA, the UK chapter of the All Terrain Boarding Association. It is a democratically elected council of riders, elected democratically by the members of the ATBA to act as organisers of the most successful UK ATB events.

The benefits of being a member extend not only to getting discounts from the companies which have chosen to lend support to the organisation, but also a members card offers discounts at a majority of the centres available to ride at, in the UK. They also act as a go between to offer cheap and comprehensive insurance specific to extreme sports practitioners from the insurance industry.

The organisation is experienced at acting as a go between for the riders in the UK and the Industry in the UK, whose aims aren't always the same. They are on your side, but they need your support. For the last two years the UK series has been an extremely professionally run series (I have only two years experience of the ATBA-UK's operations). Your money is not paying wages, it is to enable a hard working unpaid team of highly motivated UK riders sort out the best possible summers for you lot. Its not a thankless task, but without your support it will become so. By the riders, and for the riders. Just like us. Look out for an interview with the man responsible the its success in the next amazing issue of Scuz mountainboarding zine.

SCUZ MOUNTAINBOARDING ZINE

Proud members of the ATBA-UK



Membership Application:

To join the ATBA-UK please complete and return this form with payment as detailed below:

(For a full description of member benefits please log onto www.atbauk.org)

Name:
 Address:

 County:
 Post Code:
 Phone Number:
 Email:
 Date of Birth:

Membership Required: (Please tick one only)

Senior Member	£20.00	Name:	DOB:
Senior Member and 1 family member	£25.00	Name:	DOB:
Senior Member and 2 family members	£30.00	Name:	DOB:
Senior Member and 3 family members	£35.00	Name:	DOB:
Senior Member and 4 family members	£40.00	Name:	DOB:
Junior Member (Under 18 @ 1 st Jan)	£15.00		

(Family members do not get the full membership benefits such as newsletter etc)
 (All Prices are for one Year's Membership from end of month processed)

Comments:

By giving information about yourself ("Your Data") you agree that ATBA-UK and its authorised third parties may hold, use and disclose Your Data in servicing its/their relationship with you, including disclosure to third parties. ATBA-UK, our associated companies and third party product providers may use and analyse Your Data, including the nature of your transactions to give you information about our/ their products and services and those of selected third parties which may be of interest to you.

If you do not wish Your Data to be used for these purposes, please tick the following box.

Please send this completed form together with cheque/postal order made payable to "ATBA-UK" to:

ATBA-UK Ltd, PO Box 2495, Swindon, Wiltshire, SN25 3XZ

Please allow up to 28 days for delivery of membership details.

Any questions or enquiries please email membership@atbauk.org or phone 0870 7658240

For ATBA-UK use only:

Referrer:



Date received:

Member Number:

.....

.....

.....

ABOUT SCUZ

CONTACT US :

EMAIL :

mail@scuz.info

PHONE :

Brodie - 0781 549 5503

Chris - 0784 1075279

INTERNET :

www.scuz.info

ADDRESS :

Scuz Mountainboarding Zine,
Cardigan Centre,
145-149 Cardigan Rd.
Leeds,
LS6 1LJ

FRONT COVER :

Craig Hellen, Racing at Round 1, Haredown

BACK COVER :

Brodie, Racing at Round 4, Out to Grass

CO-EDITORS :

Andy W (vacantboy@yahoo.com)

Eric Dockhorn (eric@scuz.info)

Brodie (Brodie@scuz.info)

PHOTO MECHANIC :

Brendan Walker (www.urban-khaos.deviantart.com)

Brodie (Brodie@scuz.info)

Eric Dockhorn (eric@scuz.info)

ADVERTISING :

Brodie (Brodie@scuz.info)

Chris Williamson (chris@scuz.info)

Paul Butler (paul@scuz.info)

Eric Dockhorn (eric@scuz.info)

DESIGN&ILLUSTRATION :

Eric Dockhorn (eric@scuz.info)

CONTRIBUTORS :

JC, Pam Hill, John Poole, Friday (ATBoarders.com),

Paul (Scuz), Brodie (Scuz), Andy W. (Scuz), Chris (Scuz).

SPECIAL THANKS :

Special Thanks go to all out advertisers! Also TKC, MaxTrack, Winddesigns, Shiners and all the centers for distributing our mag. A massive thank you to the guys at No-Sno for coming out and riding with us.

COPYRIGHT ISSUES :

A very Special Thank you to the people whose Fonts and Brushes we used, unfortunately we do not have the space to credit you here! But you know who you are!

If anyone would like information on the fonts or brush sets we used please contact eric@scuz.info

Most brush set were created inhouse!

All fonts and other brush sets are freeware!



THE TEAM :

INJURIES OF THE ISH!

ALL LEFT SIDE
TERRAIN TERRAIN
BOARDING BOARDING
magazine

KNOCKED

SMACKED

Not much to say this month on the injuries, they speak for themselves really, I mean look at this ugly mug (pic on the left, chilly), we all know it matches the picture on the right perfectly! So Enjoy!!

One last thing, send us your injuries, we don't want this ugly mugs face in almost every issue, if he can knock himself so often then where are your injuries, so e-mail me at eric@scuz.info.

Have a good and painful summer all!
(It's only cause I want your pics)

Eric wants your pain and broken body parts!
E-mail: eric@scuz.info

OUCHE!

SCAT

"TWEAKING AT THE NOSE OF TERROR"

